



## MEMORANDUM CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council

**FROM:** Sherilyn Lombos, City Manager

**DATE:** OCTOBER 10, 2016

**SUBJECT:** Work Session for October 10, 2016

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**5:00 p.m. (30 min) – Food Carts: Update on Public Outreach & Code Components.** Staff will provide an update to the Council on public outreach efforts regarding the preliminary approach to modifying food cart regulations in Tualatin. Staff will also provide an update on recommended code components based on direction provided by the Council at the August 22<sup>nd</sup> Council work session and input received from the most recent Tualatin Planning Commission work session on September 15<sup>th</sup>.

**5:30 p.m. (40 min) – Basalt Creek Land Use Concept Map & Project Update.** Staff will provide Council with a refined Basalt Creek Land Use Concept Map and an update on the project including progress on the Ten Considerations for Success.

**6:10 p.m. (30 min) – Economic Development Update.** Staff will provide the Council an update on activities in the Economic Development program. Included is a presentation that provides economic indicators and highlights progress made on the two strategies in the Economic Development Strategic Plan.

**6:40 p.m. (15 min) – UPDATE: Hazelbrook Road Parking Concerns.** Staff will brief the Council on parking issues along Hazelbrook Road between 115<sup>th</sup> and Highway 99, including additional information since the July 11 Council discussion. Staff is seeking direction regarding next steps.

**6:55 p.m. (5 min) – Council Meeting Agenda Review, Communications & Roundtable.** Council will review the agendas for the October 10<sup>th</sup> City Council meeting and brief the Council on issues of mutual interest.



# MEMORANDUM

## CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council

**THROUGH:** Sherilyn Lombos, City Manager

**FROM:** Charles Benson, Associate Planner  
Alice Cannon, Assistant City Manager

**DATE:** 10/10/2016

**SUBJECT:** Mobile Food Unit (Food Cart) Ordinance: Public Outreach and Code Component Update

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### **ISSUE BEFORE THE COUNCIL:**

Staff will provide an update to Council on public outreach efforts regarding the preliminary approach to modifying food cart regulations in Tualatin. Staff will also provide an update on recommended code components based on direction provided by the Council at the August 22, 2016 City Council work session and input received from the most recent Tualatin Planning Commission work session on September 15, 2016.

### **EXECUTIVE SUMMARY:**

At the August 22, 2016 work session, staff presented research results from a review of recently-adopted food cart/truck ordinances from similarly-sized jurisdictions in the Portland metro area and provided an update on food cart activity in Tualatin since adoption of temporary rules per Ordinance 1393-16. Staff drafted a preliminary list of code recommendations for the Council based on this research, in addition to requesting policy direction on other aspects of the prospective code update. Staff also presented a timeline with milestones (see Attachment A) to Council for consideration at this work session, which included an outline of suggested public engagement/involvement with stakeholders and continued research and monitoring of food cart operations in Tualatin. The Council gave direction on both the code recommendations and policy direction questions posed, and agreed that the timeline and next steps seemed appropriate.

The second milestone in this process is to engage in public involvement activities to gauge support or opposition to a proposed update of the mobile food unit ordinance. Tonight's presentation includes a detailed assessment of public engagement/involvement activities performed to date and further refinement of code policy components based on our continuing research efforts as a result of direction provided by Council at the August 22, 2016 work session (see Attachment B for the minutes from this work session).

### **DISCUSSION:**

## **Public Engagement/Involvement**

### **City of Tualatin Survey**

Staff created a short seven-question survey to get an idea of overall support and opposition to the idea of permitting food carts and food cart pods on privately-owned property in commercial and industrial areas of the City (see Attachment C). This survey was similar to one employed by the City of Milwaukie to guide their food cart ordinance. The City of Tualatin survey was an on-line survey that was available to the public September 1 through 30, 2016. This survey was advertised on the City's Facebook page with specific posts twice a week, and a link added to the frequently asked questions (FAQ) web page on the City of Tualatin web site, and on the Tualatin Chamber of Commerce's September 2016 Business Advocate & News Around Town email. In addition, the survey link was emailed to all restaurant and industrial business license holders in the City.

The discussion below focuses on results gathered on September 19, 2016; there were 366 respondents at this time, with 83 percent identifying themselves as Tualatin residents. Staff will provide an update on survey results at the work session.

Overall, the results from this survey show public support for the idea of allowing an increased presence of food carts in Tualatin; responses to Questions 1 (Should the City allow food carts on private property in industrial and commercial areas?) and 3 (Would you purchase food from a food cart?) showed 89 percent in favor, with 11 percent opposed. When questioned where the respondents would like to see food carts located (Question 5), 73 percent answered yes to industrial areas and 90 percent answered yes to commercial areas (the temporary ordinance does not permit food carts in the other planning districts).

When business and property owners were asked whether they would support a food cart on their parking lot or on their property respectively (Questions 6 and 7), support dropped noticeably; 65 percent of business owners answered affirmatively that they would support a food cart in their parking lot, while only 45 percent of property owners stated that they would allow a food cart on their property.

Question 4 asked what mode of transportation would be used to visit a food truck, with over 67 percent of respondents stating that they would drive.

### **Commercial Citizen Involvement Organization (CCIO) Outreach**

The City's Community Development Department was invited to a Special CCIO Membership Feedback Meeting on Wednesday, September 7, 2016 to provide an informational project update on the proposed food cart regulations and to solicit feedback from CCIO membership. This meeting was held at the Tualatin Police Station Training Room from 3 to 4 PM. There were 25-30 CCIO attendees at this meeting, a majority of which were from the restaurant industry. Aquilla Hurd-Ravich and Charles Benson from the City's Planning Division gave a 15-minute presentation to the group. This presentation was followed by a 30-minute discussion of opinions regarding food carts and the proposed ordinance led by a CCIO Board Member. The CCIO distributed their own survey at the conclusion of this meeting (this survey and results are included in Attachment D).

The CCIO members in attendance were generally opposed to the idea of allowing food trucks in Tualatin. Seventy (70) percent of the respondents of the seven-question CCIO survey were from

the restaurant industry, with a large majority of those stating that they viewed food carts as bad for their individual businesses (90 percent), and that food trucks should not be allowed in downtown or any residential area (both 90 percent opposed). The only somewhat positive view of food trucks involved operations in the City's industrial/manufacturing areas, where 55 percent stated that food trucks should be allowed in industrial/manufacturing areas and only 35 percent of respondents thought that food trucks that went to these areas were a "problem."

The biggest point of contention expressed both at the CCIO meeting and via the CCIO survey results was that the membership viewed food trucks as unfair competition that was not subject to the same financial and operational constraints of brick-and-mortar restaurants in the City. This group also expressed frustration at a perceived lack of communication with the City in regards to this ordinance (with only 20 percent of respondents stating they were aware the City was researching a potential code update); a number of businesses along the Commons stated their opposition to food trucks on the Commons and at special events organized and hosted by the City's Community Services Department, which are currently regulated by the Tualatin Municipal Code (Chapter 5-3) and would be outside the scope of any potential food truck ordinance updates considered during this process.

### **Tualatin Chamber of Commerce Outreach**

The City's Community Development Department was invited to present in front of the full Board of the Tualatin Chamber of Commerce on Monday, September 26, 2016 to provide an informational project update on the proposed food cart regulations and to solicit feedback from its members. This meeting was held at the Chamber offices from 3:30 to 4:30 PM. The Chamber Board stated that they would continue internal discussions on the proposed food cart ordinance.

### **Tualatin Planning Commission**

A project update was presented to the Tualatin Planning Commission on Thursday, September 15, 2016; the proposed food truck ordinance had not been in front of the Commission since its December 2015 meeting. This meeting was held at the Juanita Pohl Center from 6:30 to 7:30 PM. This project update presented information and recommendations discussed at the Council's August 22, 2016 work session, and included a summation of the feedback received from the CCIO meeting held on Wednesday, September 7, 2016.

The Commission posed several questions regarding potential food cart/truck code regulations, including fire protection provisions, infrastructure connections, accessory uses such as seating and restrooms, and permitted signage--noting that the square footage of a sign stretched over an entire food truck would be greater than allowed for similar brick-and-mortar uses. In reference to infrastructure connections and accessory uses, the presenters (Aquilla Hurd-Ravich and Charles Benson) noted that City Council direction suggested a simpler approach to regulations on these topics, noting that Clean Water Services and thereby Washington County has regulations that would apply to such business. Staff agreed to contact Tualatin Valley Fire & Rescue (TVF&R) and solicit their suggestions on fire safety--noting that both Beaverton and Tigard have food truck regulations and are both located in the TVF&R service area, and to review the current sign code and its regulations pertaining to signs on mobile vehicles.

### **Policy Code Component Updates**

Staff has updated its recommended policy code components per Council direction and preliminary input from our public outreach efforts. Staff has the following suggestions.

- Add food cart and/or pod regulations to the Tualatin Municipal Code and limit discussion of food cart/pods in the Tualatin Development Code to which planning districts they would be permitted to operate.
- Require food cart and/or pod operations to follow all applicable Washington County and Clean Water Services sanitary/health provisions.
- Allow food cart and/or pod operations only on developed sites to ensure that the subject site conforms to City standards and prohibit food carts/pods on vacant or unimproved sites.
- Require food cart and/or pod operations to be responsible for their own solid waste and recycling collection and removal.
- Require food cart/pod operators to obtain Tualatin business license.
- Food cart/pod site review and approval would be a staff-level decision.
- Restrict any signage to the vehicle itself and update the signage provisions in the Tualatin Development Code for mobile vehicles to limit signage size to be consistent with those for brick-and-mortar establishments.
- Require a food cart/truck permit any time a mobile unit is parked at a site longer than 4 hours.

The proposed ordinance will not regulate the following.

- Hours of operation.
- The number of food carts at any one location.
- Accessory uses such as restrooms, seating, and parking.

### **Next Steps**

Staff will return to Council in November 14, 2016 to present draft code language for Council consideration. The Planning Commission could make a recommendation on the draft code language on November 17, 2016, and a public hearing could occur as early as December 12, 2016.

Next steps include the following.

- Continue to collect public feedback as it comes in.
- Incorporate policy recommendations from both City Council and Planning Commission.
- Present draft ordinance to City Council and Planning Commission.

### **RECOMMENDATION:**



# Mobile Food Units (Food Carts) Public Outreach and Code Component Update

Tualatin City Council

Work Session

October 10, 2016



*City of Tualatin*

# Purpose of Tonight's Discussion

- Review and discuss public outreach efforts and survey results
- Provide an update on recommended policy code components.



# August 2016 City Council Work Session Summary of Direction

- Proceed with public engagement/involvement
- Further refine policy code components based on continued research and data collection
- Amend policy code recommendations as a result of Council feedback



# Public Engagement-City of Tualatin Survey

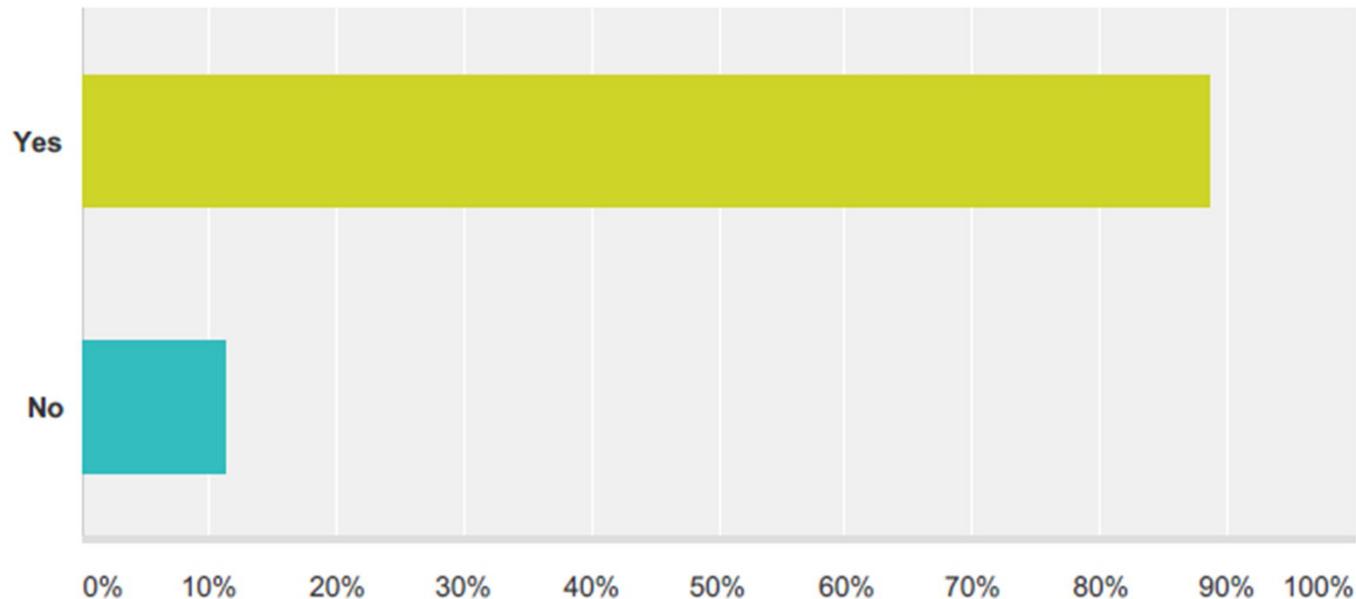
- Seven question on-line survey open to the public from September 1 – 30
- Survey focused on food carts/pods on private property
- Survey link posted on City's food cart FAQ web page and City's Facebook page
- Survey link emailed to the Tualatin Chamber of Commerce and to restaurant and industrial business license holders



# City of Tualatin Survey Results

**Q1 Should the City allow Food Carts in the industrial and commercial areas of the City on privately owned property?**

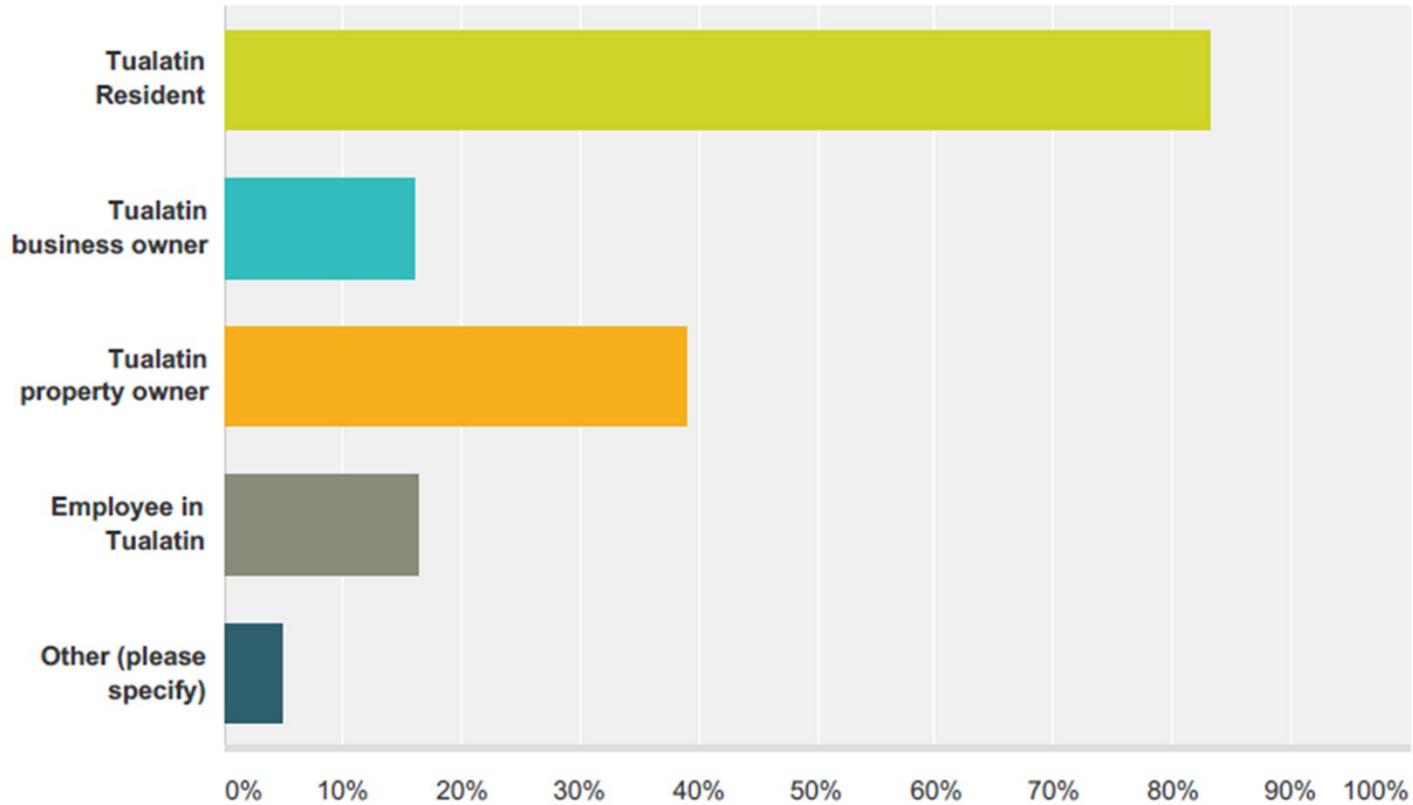
Answered: 365 Skipped: 1



# City of Tualatin Survey Results

## Q2 Are you a (select all that apply):

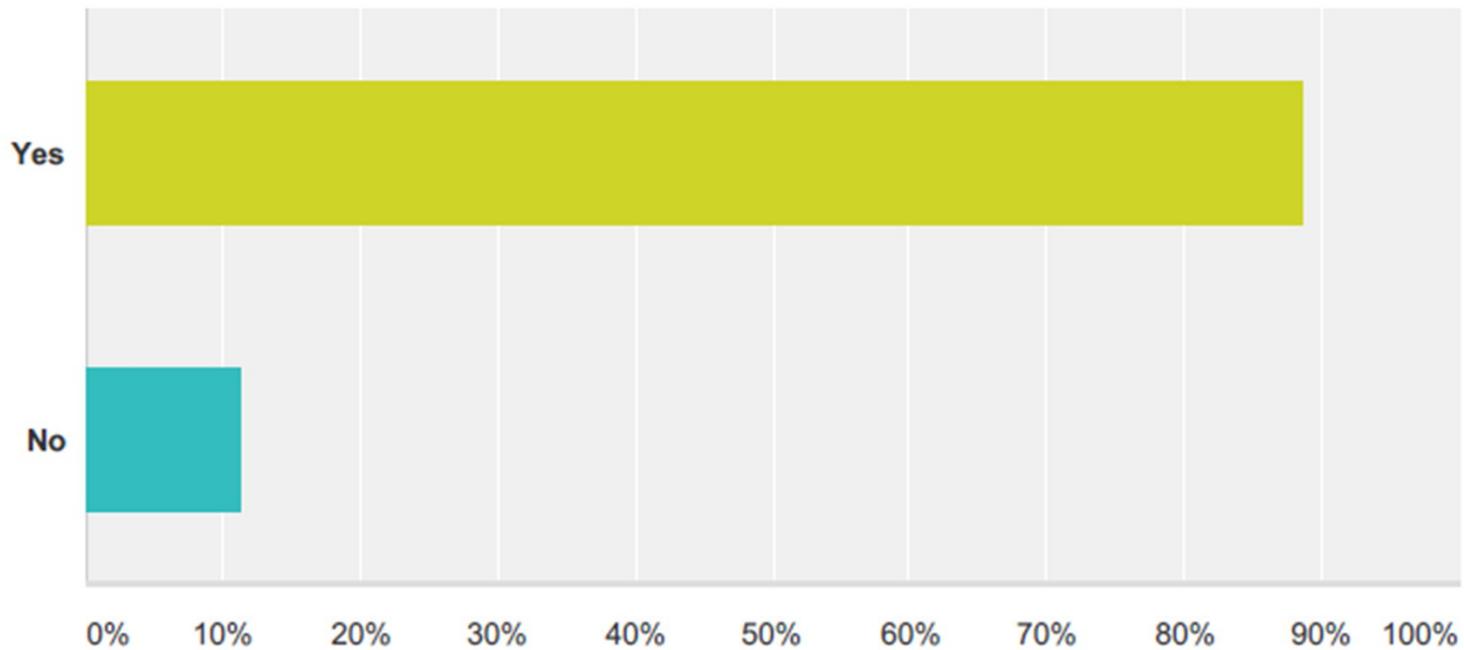
Answered: 366 Skipped: 0



# City of Tualatin Survey Results

## Q3 Would you purchase food from a Food Cart?

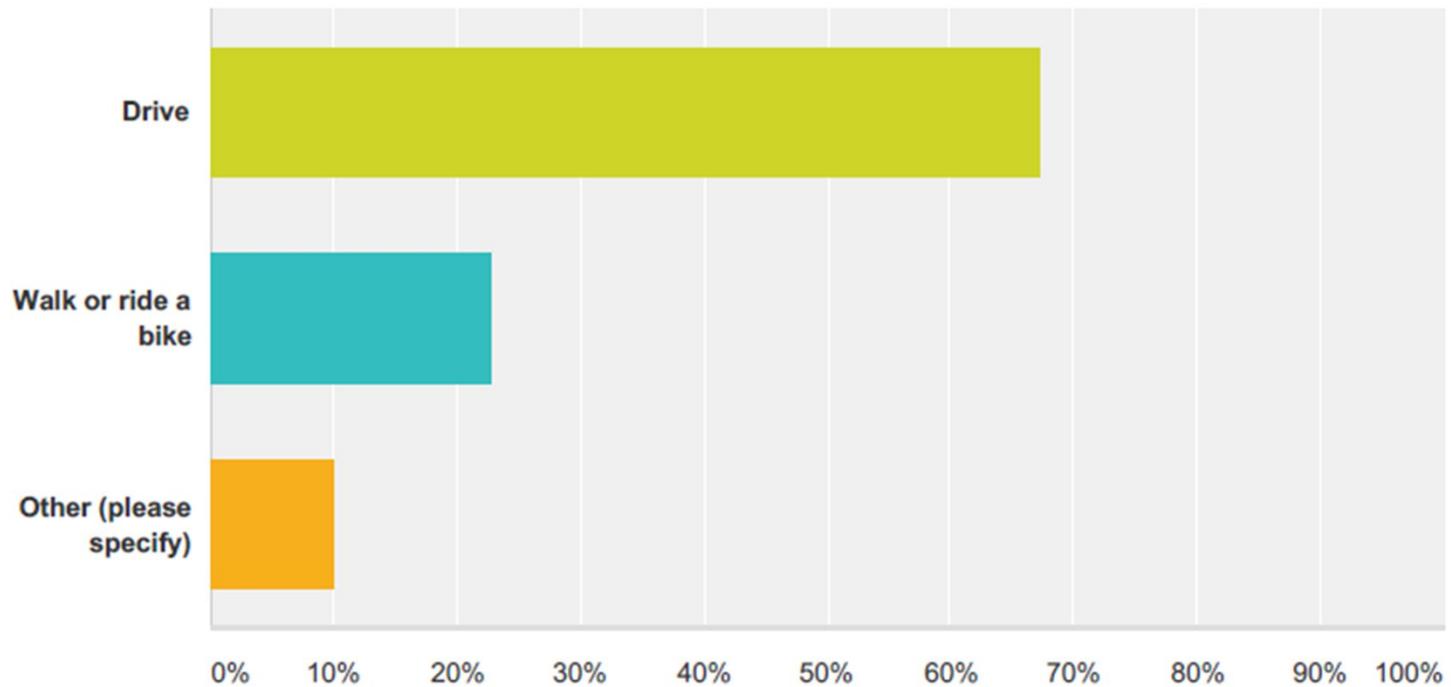
Answered: 365 Skipped: 1



# City of Tualatin Survey Results

**Q4 If you would purchase food from a Food Cart, how would you most likely get there?  
(please select one)**

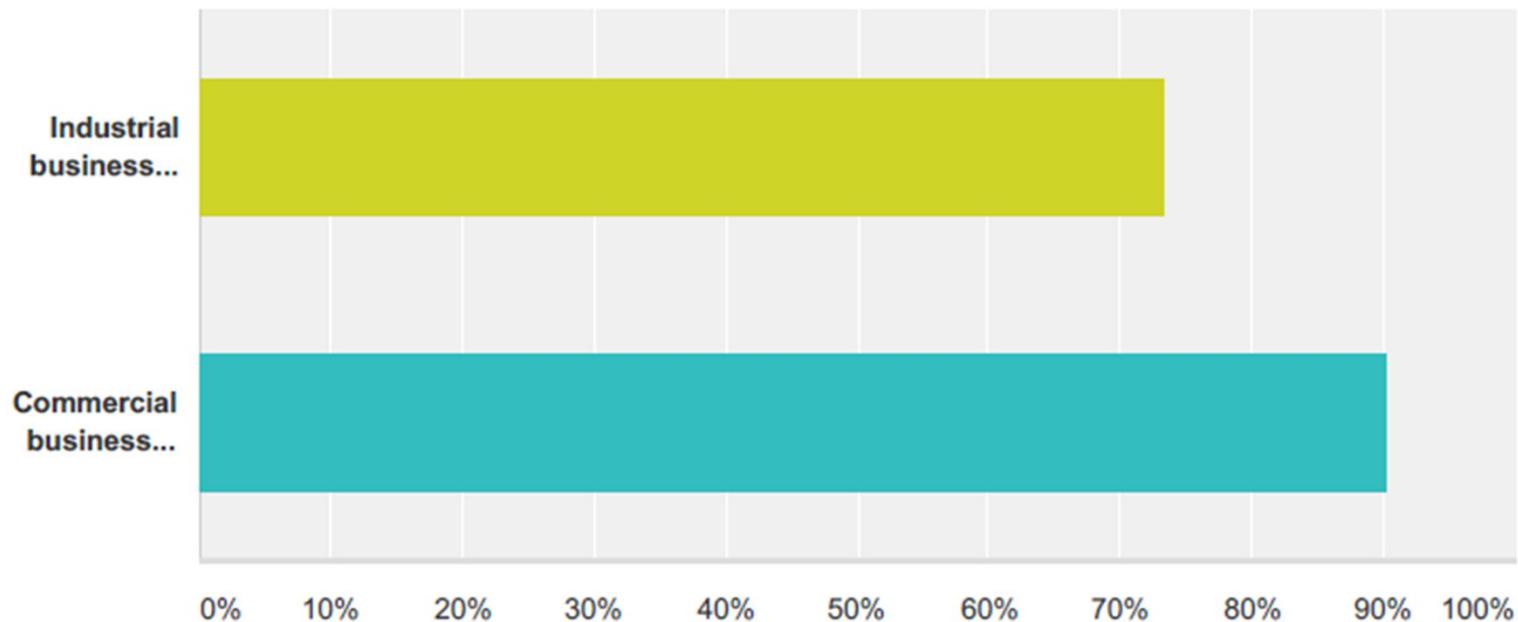
Answered: 347 Skipped: 19



# City of Tualatin Survey Results

## Q5 Where would you like to see Food Carts located? (select all that apply)

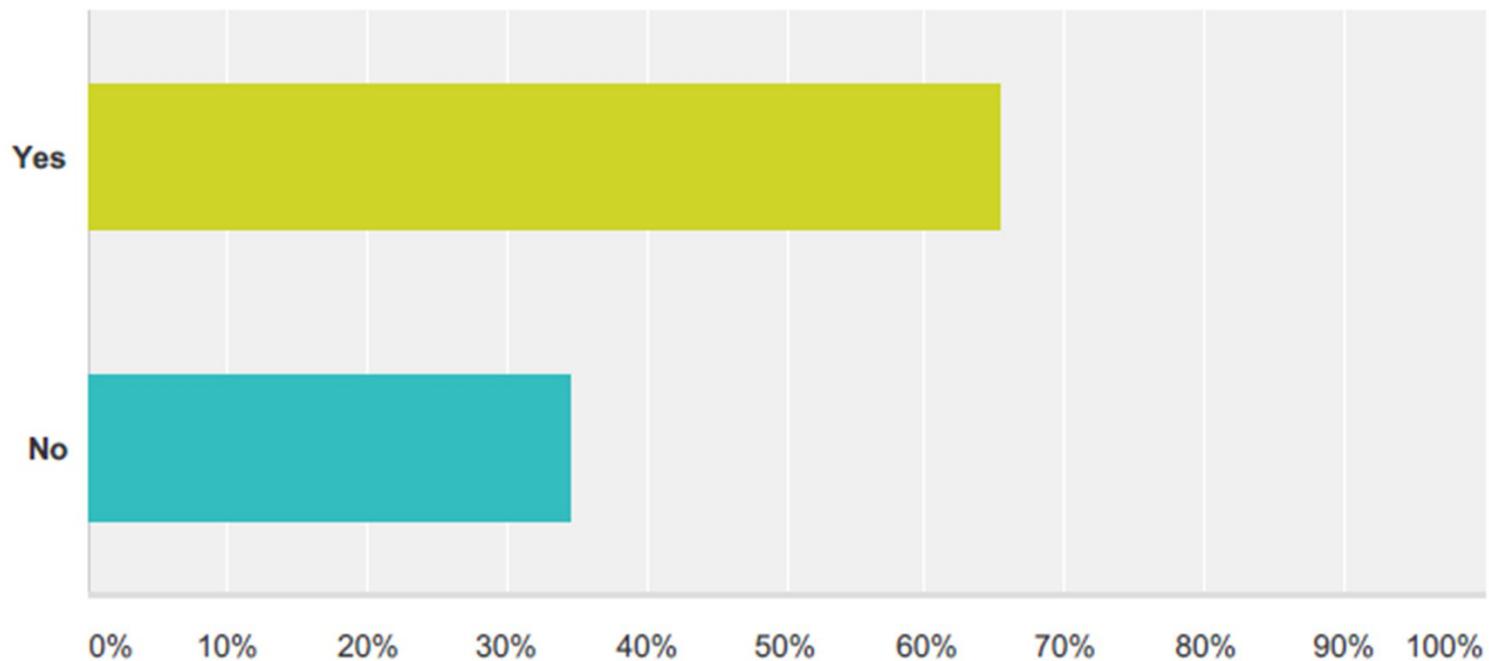
Answered: 319 Skipped: 47



# City of Tualatin Survey Results

**Q6 If you are a business owner would you support a Food Cart in your parking lot?**

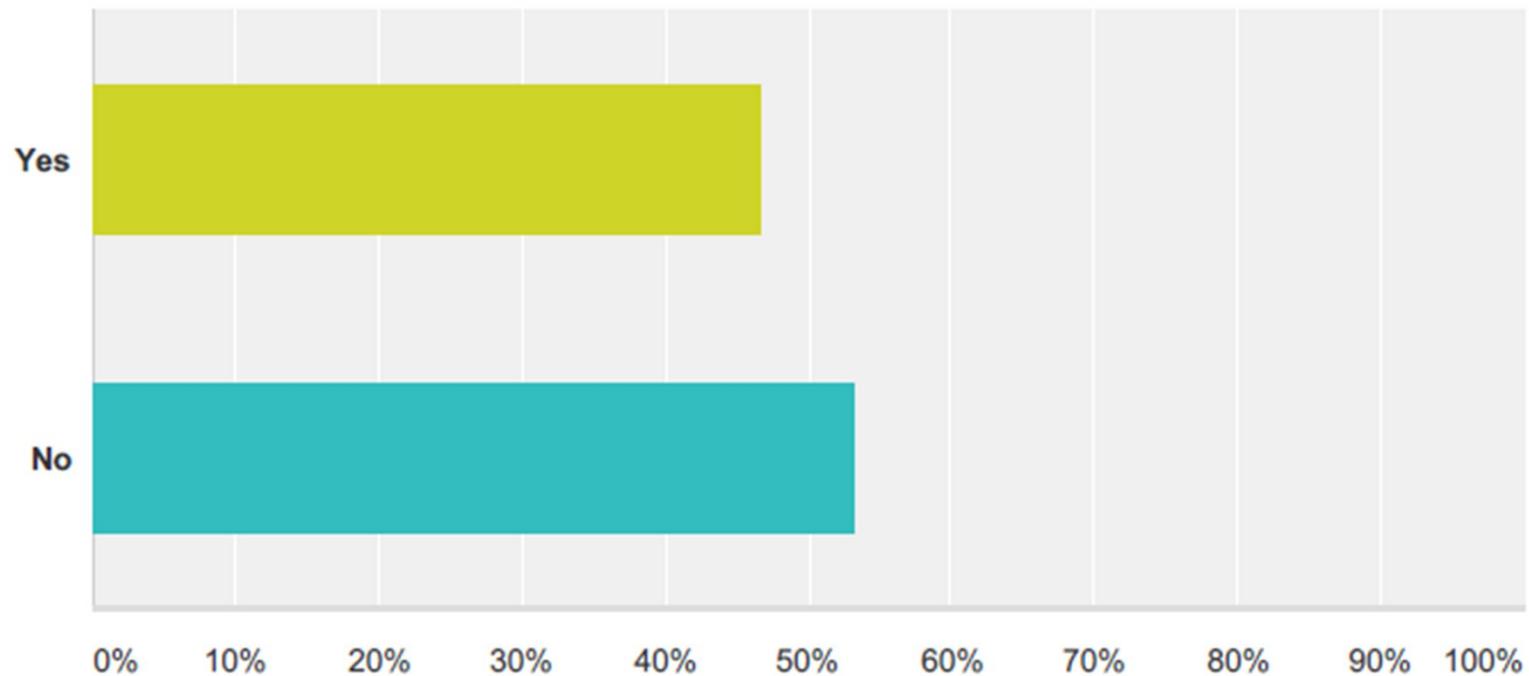
Answered: 133 Skipped: 233



# City of Tualatin Survey Results

**Q7 If you are a property owner would you allow a Food Cart on your property?**

Answered: 212 Skipped: 154



# Public Engagement - CCIO Survey Results

- Seven question paper survey completed by attendees at Special CCIO Member meeting on September 7
- Survey focused on food carts/pods impacts to brick-and mortar businesses
- 28 total respondents, 22 from restaurant industry
- Unanimous consensus from restaurant industry respondents that food carts would hurt their businesses



# Public Engagement - CCIO Survey Results

- 90% opposed to food carts in downtown or residential areas
- 35% opposed to food carts in industrial areas
- 80% of respondents stated they were unaware City was undertaking this process



# Public Engagement - Tualatin Chamber of Commerce

- Presented project status/update at Chamber Board Meeting on September 26
- Chamber Board to discuss proposed food cart ordinance internally



# Tualatin Planning Commission (TPC) – Project Update

- Project update presentation given at TPC work session on September 15
- TPC posed questions regarding food cart/pod physical operations, most notably fire protection, food health/safety, and signage regulations



# Policy Considerations—Updated Staff Suggestions

- Add food cart/pod regulations to Tualatin Municipal Code
- Food cart/pod site review at staff-level
- Require food cart/pod operators to obtain Tualatin business license
- Require a food cart/truck permit any time a mobile unit is parked on a site longer than 4 consecutive hours



# Policy Considerations—Updated Staff Suggestions

- Require food carts/pods to be responsible for their own trash/recycling collection and removal
- Require food cart/pod operators to follow all applicable Washington County and Clean Water Services sanitary/health provisions
- Require connection to City's water and sewer infrastructure



# Policy Considerations—Updated Staff Suggestions

- Allow food cart/pod operations only on developed sites to ensure the subject site conforms to City standards and prohibit operations on vacant/unimproved sites
- Restrict signage to vehicle itself and update TDC vehicle signage regulations to be consistent with building sign regulations



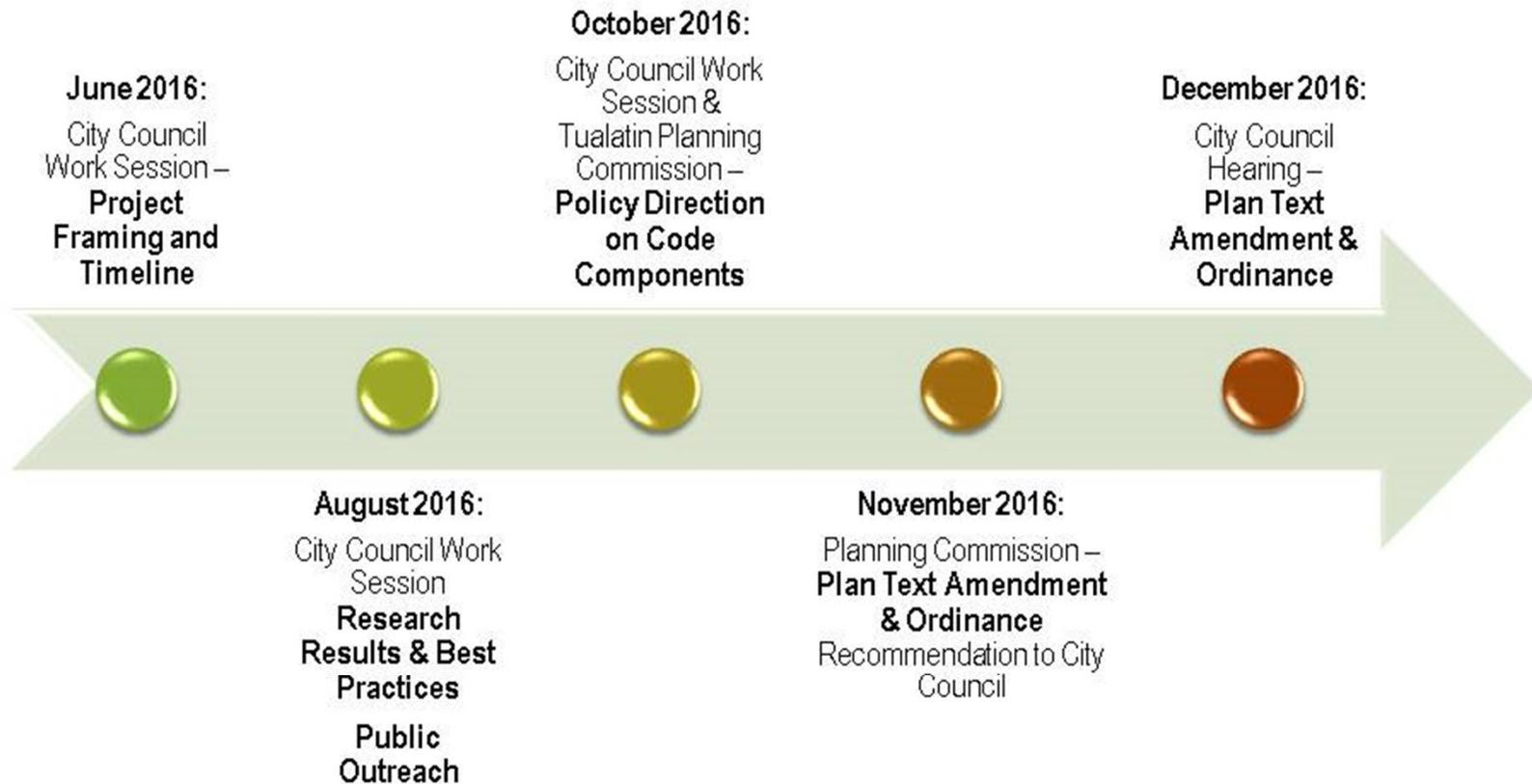
# Regulations No Longer Under Consideration

- Hours of operation
- The number of food carts at any one location
- Accessory uses such as restrooms, seating and parking



# Timeline - Mobile Food Vending

1



Updated September 6, 2016



# Next Steps

- Continue to collect public feedback as it comes in
- Incorporate policy recommendations from both City Council and Planning Commission
- Present draft ordinance to Planning Commission and City Council



# Discussion



APPROVED BY TUALATIN CITY COUNCIL  
Date 9/12/16  
Recording Secretary N. Morris



## STAFF REPORT CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council

**THROUGH:** Sherilyn Lombos, City Manager

**FROM:** Nicole Morris, Deputy City Recorder

**DATE:** 09/12/2016

**SUBJECT:** Consideration of Approval of the Minutes for the Regular Meeting and Work Session of August 22, 2016

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### ISSUE BEFORE THE COUNCIL:

The issue before the Council is to approve the minutes for the Regular Meeting and Work Session of August 22, 2016.

### RECOMMENDATION:

Staff respectfully recommends that the Council adopt the attached minutes.

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**Attachments:** City Council Work Session Minutes of August 22, 2016  
City Council Regular Meeting Minutes of August 22, 2016



Present: Mayor Lou Ogden; Councilor Frank Bubenik; Councilor Joelle Davis; Councilor Nancy Grimes; Councilor Ed Truax

Absent: Council President Monique Beikman; Councilor Wade Brooksby

Staff City Manager Sherilyn Lombos; City Attorney Sean Brady; Police Chief Bill Steele;

Present: Community Services Director Paul Hennon; Planning Manager Aquilla Hurd-Ravich; Deputy City Recorder Nicole Morris; Assistant to the City Manager Tanya Williams; Management Analyst II Zoe Monahan; Associate Planner Charles Benson; Public Works Director Jerry Postema

## CALL TO ORDER

Mayor Ogden called the meeting to order at 5:55 p.m.

### 1. ***Willamette Water Supply Program Update.***

City Attorney Sean Brady and Public Works Director Jerry Postema provided the Council with an update on the Willamette Water Supply Program. Director Postema stated the City is part of the Willamette River Water Coalition (WRWC) of which Hillsboro and Tualatin Valley Water District are the two largest partners. They have reached out and asked regional partners for assistance with the Willamette Water Supply program. Director Postema provided background information on the City's participation in WRWC and the City's water use. He noted the City options are to disband or withdraw from WRWC leaving Tualatin with zero water rights. If Tualatin chooses to fully participate it would cost around \$2.5 million dollars and could participate through WRWC.

Director Postema stated in 2014 the City hired HRC to run a analysis on the cost difference between purchasing water from the Willamette or from Portland. He stated their conclusion was the Portland water supply was more reasonable over a thirty year period.

Director Postema stated other potential options could include participation in the Washington County supply line, buying stored water, or becoming a customer of Willamette Water Supply. Staff's recommendations at this time are for the City to maintain their membership with WRWC.

Councilor Grimes asked about the future of the Portland water supply line based on the current political issues surrounding it. Director Postema stated he has not heard anything as there has not been any discussion about future contract needs. City Manager Lombos added Portland is aware of the city's long term needs.

Council consensus was reached to not participate in the project.

**2. *Food Carts: Research Results and Policy Discussion.***

Planning Manager Aquilla Hurd-Ravich and Associate Planner Charles Benson provided the Council with research results and regional examples on mobile food units. Manager Hurd-Ravich recapped Council direction from the June 2016 meeting. Planner Benson presented preliminary research results noting five neighboring cities were evaluated in the process. He noted the City currently only has one licensed mobile food vendor in Tualatin. Planner Benson presented similarities and differences between the neighboring cities including business licensing, where carts can operate, site improvements, hours of operations, legal definitions, and accessory use requirement. Additional suggested policy considerations from staff include adding regulations to the Tualatin Municipal Code, adopting operational definitions as found in the current temporary ordinance, restricting carts to sites that have already undergone an architectural review, and restricting signage. Staff asked for policy direction from Council on appropriate level of permit review, adopting specific licensing for food cart operations, requiring accessory uses, hours of operations, and design guidelines. Manager Hurd-Ravich reviewed the timeline noting public outreach and additional research is still be conducted and staff will be back for policy direction on code components in September with potential adoption in November.

Councilor Grimes requested staff seek input on a proposed ordinance from local event organizers.

Councilor Bubenik wanted to make sure food trucks will still be allowed at special events, ie. National Night Out, etc.

Councilor Davis stated she would like to see permit review go through the Planning Commission.

Councilor Grimes asked about health inspections. Planner Benson stated health inspections are done through the County. Councilor Grimes asked that the license included a portion that asks business owners to attest to the fact they have the necessary documentation from the health department.

Mayor Ogden presented concerns regarding parking considerations. Manager Hurd-Ravich stated parking decisions would be based off the sites architectural review to determine if there is appropriate parking.

Mayor Ogden stated he would prefer the sites offer no additional on site amenities.

**3. *Request for Proclamation.***

Councilor Bubenik stated he would champion the proclamation request. Council consensus was reached to place the proclamation on the Council agenda for October 24.

**4. *Council Meeting Agenda Review, Communications & Roundtable.***

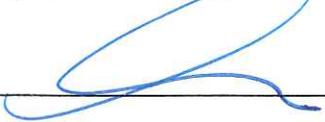
None.

**ADJOURNMENT**

The work session adjourned at 6:51 p.m.

Sherilyn Lombos, City Manager

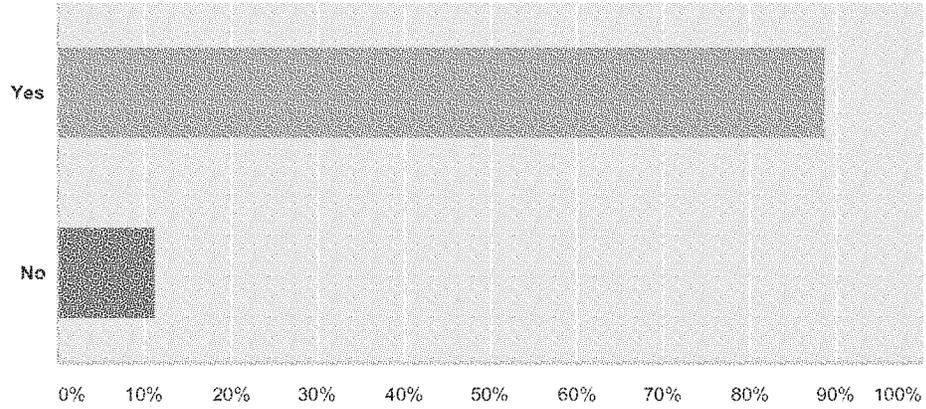
 / Nicole Morris, Recording Secretary

 / Lou Ogden, Mayor

Food Cart Pods on Privately Owned Land

**Q1 Should the City allow Food Carts in the industrial and commercial areas of the City on privately owned property?**

Answered: 365 Skipped: 1

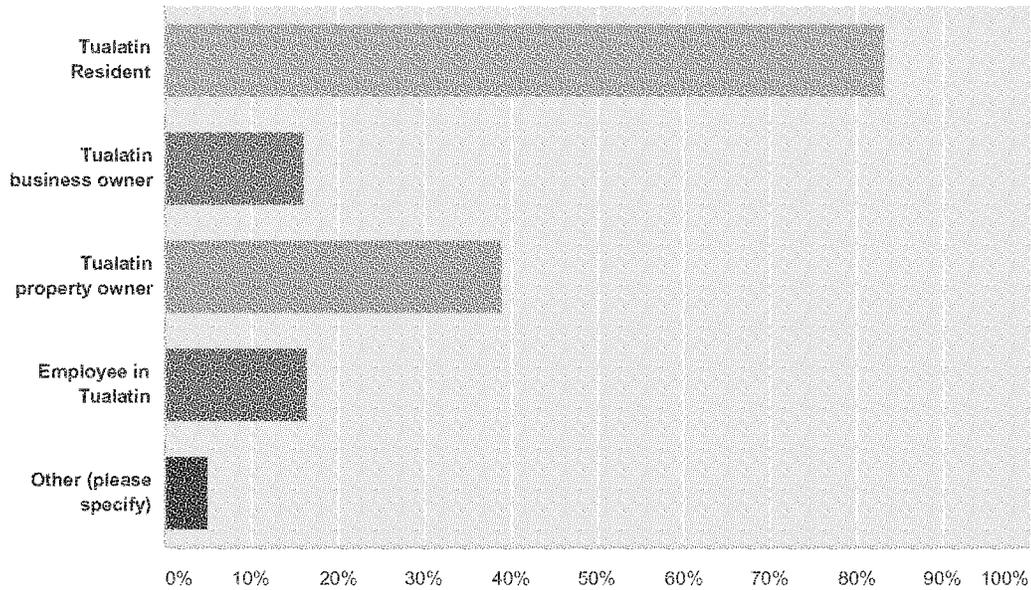


Answer Choices	Responses
Yes	88.77% 324
No	11.23% 41
<b>Total</b>	<b>365</b>

# Food Cart Pods on Privately Owned Land

## Q2 Are you a (select all that apply):

Answered: 366 Skipped: 0



Answer Choices	Responses	Count
Tualatin Resident	83.33%	305
Tualatin business owner	16.12%	59
Tualatin property owner	39.07%	143
Employee in Tualatin	16.39%	60
Other (please specify)	4.92%	18
<b>Total Respondents: 366</b>		

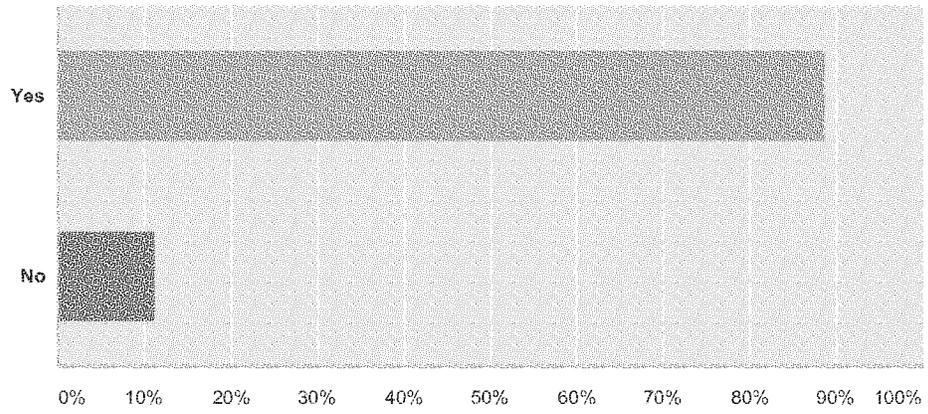
#	Other (please specify)	Date
1	Are talking about food carts or mobil food trucks?	9/19/2016 12:25 PM
2	Stay at home mom in Tualatin.	9/14/2016 10:43 AM
3	I live just outside of Tualatin in Durham. We eat down here a LOT.	9/13/2016 1:07 PM
4	Chamber member, Sherwood resident	9/8/2016 11:20 AM
5	Single white male with disposable income.	9/7/2016 1:42 PM
6	Hometown, currently Portland resident.	9/7/2016 9:59 AM
7	Catering and Events manager for KOI Fusion Food Cart	9/7/2016 9:19 AM
8	Live in Sherwood	9/5/2016 4:13 PM
9	Former resident	9/5/2016 4:12 PM
10	Food cart owner	9/5/2016 12:28 PM
11	I live in Tigard. But do all my shopping in Tualatin and LO and work in LO.	9/5/2016 4:14 AM
12	Sherwood resident	9/2/2016 7:09 PM
13	Big shot know it all.	9/2/2016 9:26 AM

## Food Cart Pods on Privately Owned Land

14	Rental Owner	9/2/2016 9:08 AM
15	Used to live in tualatin my whole life	9/2/2016 8:06 AM
16	City of durham resident who spends lots of time in tualatin!	9/1/2016 11:23 PM
17	Retired City Employee	9/1/2016 9:37 PM
18	Frequent visitor to Tualatin-4+ times a wk	9/1/2016 2:44 PM

### Q3 Would you purchase food from a Food Cart?

Answered: 365 Skipped: 1

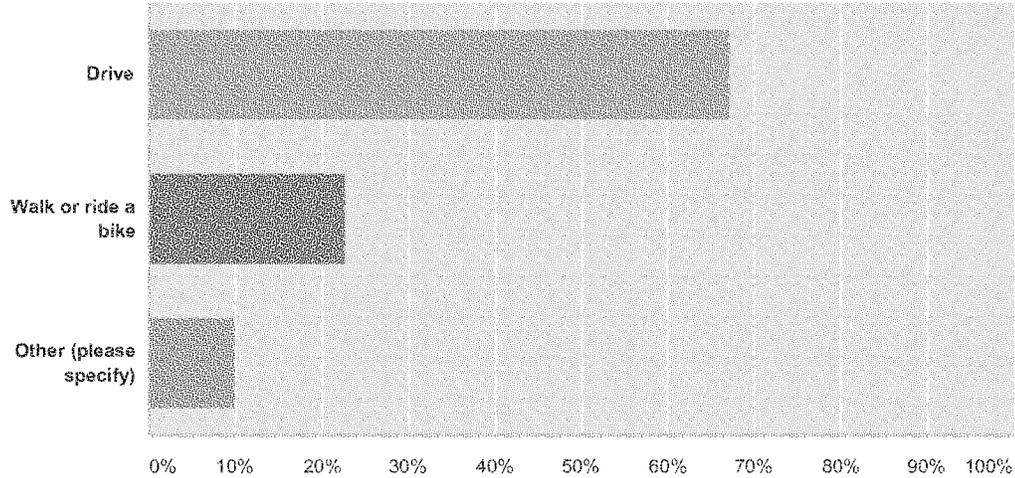


Answer Choices	Responses	
Yes	88.77%	324
No	11.23%	41
Total		365

## Food Cart Pods on Privately Owned Land

### Q4 If you would purchase food from a Food Cart, how would you most likely get there? (please select one)

Answered: 347 Skipped: 19



Answer Choices	Responses	Count
Drive	67.15%	233
Walk or ride a bike	22.77%	79
Other (please specify)	10.09%	35
<b>Total</b>		<b>347</b>

#	Other (please specify)	Date
1	Won't.	9/16/2016 9:00 AM
2	Depends on where they are located	9/15/2016 3:54 PM
3	All of the above (drive, walk or ride)	9/14/2016 11:41 AM
4	depends on distance from workplace	9/14/2016 8:38 AM
5	Combo of walking/driving depending on where located	9/13/2016 4:16 PM
6	All the above	9/13/2016 1:23 PM
7	Lunch - walk, Dinner - drive.	9/13/2016 1:07 PM
8	Mass transit	9/7/2016 9:59 AM
9	Depends where the cart is and why I am purchasing something ... So could be either way.	9/7/2016 9:07 AM
10	Depends on where it is	9/6/2016 4:03 PM
11	Either, depends on where they are located	9/5/2016 9:35 AM
12	Depends on where it is. I prefer to walk.	9/5/2016 12:43 AM
13	Both	9/5/2016 12:19 AM
14	Depends on distance	9/3/2016 10:00 AM
15	Walk or bike or drive	9/2/2016 8:17 PM
16	it depends on the location. If it's within a 15 minute walk from my house, walk. Otherwise I'd have to drive.	9/2/2016 5:07 PM

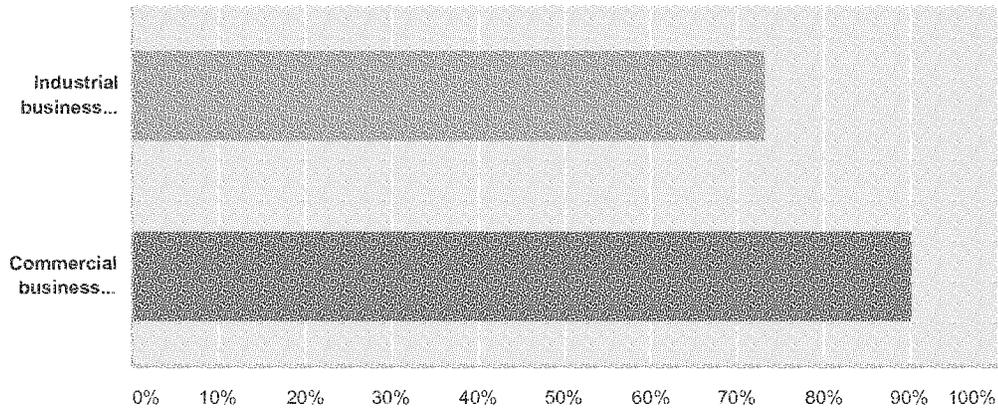
## Food Cart Pods on Privately Owned Land

17	Depends on its location/distance and the time of day/purpose.	9/2/2016 4:03 PM
18	Depends. Drive, walk, or bike (we live there)	9/2/2016 12:38 PM
19	depends on where the cart is and the weather -- then longboards, bikes, etc!	9/2/2016 11:09 AM
20	Depends one location: walk or drive	9/2/2016 9:45 AM
21	Walk if in central core district	9/2/2016 9:44 AM
22	both	9/2/2016 9:31 AM
23	Crawl	9/2/2016 9:26 AM
24	I'll walk if it's within 1/2 mile.	9/2/2016 9:13 AM
25	Depends on location	9/2/2016 9:11 AM
26	Depends on location	9/2/2016 9:05 AM
27	Depends upon where it's located	9/2/2016 9:01 AM
28	Depends how far it is.	9/2/2016 8:54 AM
29	Depends on where they are!	9/1/2016 7:47 PM
30	Depends on location.	9/1/2016 7:46 PM
31	Drive or walk	9/1/2016 5:24 PM
32	Depends on the distance from my house--if possible I would walk/bike	9/1/2016 5:23 PM
33	Both of the above	9/1/2016 2:59 PM
34	This would depend on the location and time of day	9/1/2016 2:24 PM
35	depends where they are located	9/1/2016 2:09 PM

# Food Cart Pods on Privately Owned Land

## Q5 Where would you like to see Food Carts located? (select all that apply)

Answered: 319 Skipped: 47



Answer Choices	Responses
Industrial business parking lots	73.35% 234
Commercial business parking lots	90.28% 288
<b>Total Respondents: 319</b>	

#	Other (please specify)	Date
1	None	9/19/2016 12:26 PM
2	if they setup shop here in Tualatin they should have to pay the impact fees iike a normal building restaurant	9/19/2016 12:18 PM
3	I'm opposed to food carts in tualatin, but only in industrial areas if at all.	9/19/2016 12:08 PM
4	No where.	9/19/2016 12:07 PM
5	None.	9/16/2016 9:00 AM
6	Out of sight-and kept clean	9/15/2016 10:11 PM
7	The Commons.	9/14/2016 10:43 AM
8	Either will be fine	9/13/2016 4:16 PM
9	Convenient places residents can go to eat there. Commercial or residential is great as long as not next to residential.	9/13/2016 1:45 PM
10	Commons, Hagggen parking lot near Wes stop, Fred Meyer back lot, maybe make the old rv area across from 7/11 a food truck area.	9/13/2016 1:23 PM
11	Anyplace where parking isn't already a premium (The Cabela's/New Seasons/Library parking lots are right out.) A place to sit and eat nearby is a big plus.	9/13/2016 1:07 PM
12	Areas where employees can easily walk to or have adequate parking for short trip lunches	9/12/2016 11:49 AM
13	Both places as well in Haggens parking lot, with no market there this would be perfect. Many people used the Haggens deli when they were open, this space would be a bonus	9/7/2016 8:53 PM
14	Turn the old Hagens into a food cart "mail."	9/7/2016 1:42 PM
15	no where	9/7/2016 2:19 AM
16	nowhere	9/6/2016 6:06 PM
17	Fred Meyer parking lot	9/6/2016 5:58 PM

## Food Cart Pods on Privately Owned Land

18	As a business owner I would be disappointed to see others able to do business in the City and not have to go through the same arduous process as I and other business owners have had to follow.	9/6/2016 4:20 PM
19	prefer not to see them	9/5/2016 9:17 PM
20	a centralized food cart pod	9/5/2016 12:28 PM
21	Limit hours of operation	9/5/2016 10:37 AM
22	Nowhere - we need to support our brick and mortar places. And we need a better, more complete survey.	9/4/2016 3:50 PM
23	they need to be grouped together into a single pod	9/3/2016 10:28 AM
24	the old Haggens parking lot	9/3/2016 8:25 AM
25	Empty lots.	9/2/2016 10:44 PM
26	Any public or neighborhood or private event which could include carts in the right-of-way.	9/2/2016 8:17 PM
27	The commons or the old Haggins lot	9/2/2016 8:16 PM
28	Food carts Cheepen the city. They look tacky!	9/2/2016 7:24 PM
29	I would like to see them at the bottom of the ocean	9/2/2016 6:26 PM
30	somewhere within walking distance from my house! I really want to move to Portland just so I can walk to restaurants/retail. Happy for Ancestry and Industry.	9/2/2016 5:07 PM
31	I wouldn't be opposed to them visiting parking areas at our parks.	9/2/2016 5:04 PM
32	A nice permanent pod would be great, with others scattered around town	9/2/2016 5:00 PM
33	I have concerns that it will take away business from local merchants.	9/2/2016 4:02 PM
34	Parks	9/2/2016 3:08 PM
35	Both	9/2/2016 12:56 PM
36	Similar to other areas in Portland. An empty lot on a corner, closer to THS.	9/2/2016 12:38 PM
37	I work from home so I'm not a candidate to have one on my property but if the property owners are ok with food carts on their property I think it's ok.	9/2/2016 12:10 PM
38	Anywhere! Wherever there are people to purchase	9/2/2016 11:28 AM
39	everywhere-- especially towards the commons	9/2/2016 11:09 AM
40	Central core business	9/2/2016 9:44 AM
41	Anywhere	9/2/2016 9:26 AM
42	Support in a limited number of locations. Not all over town.	9/2/2016 9:26 AM
43	Vacant parking lots like Hagggen's, or near Community Warehouse	9/2/2016 9:26 AM
44	Parking lot where Hagggen's used to be would be awesome.	9/2/2016 9:13 AM
45	Anywhere! Less food chains, more local restaurant options!	9/2/2016 9:11 AM
46	Haggan's lot	9/2/2016 9:08 AM
47	Other specified area for general lunch time use (like at/near Commons Lake)	9/2/2016 9:07 AM
48	On the perimeter of the Commons.	9/2/2016 9:03 AM
49	Not in Tualatin	9/2/2016 9:01 AM
50	They need to be in the downtown business core or they will fail	9/2/2016 8:22 AM
51	Hagggen's Parking Lot	9/2/2016 7:34 AM
52	In convenient places like off main roads but also Tualatin commons fountain and the park would be wonderful	9/1/2016 10:55 PM
53	Unused portions of parking lot. Like the far SE corner of Fred Meyer	9/1/2016 10:55 PM
54	Nowhere	9/1/2016 10:48 PM
55	In that lot by Whole Foods	9/1/2016 10:17 PM
56	Commons	9/1/2016 9:54 PM

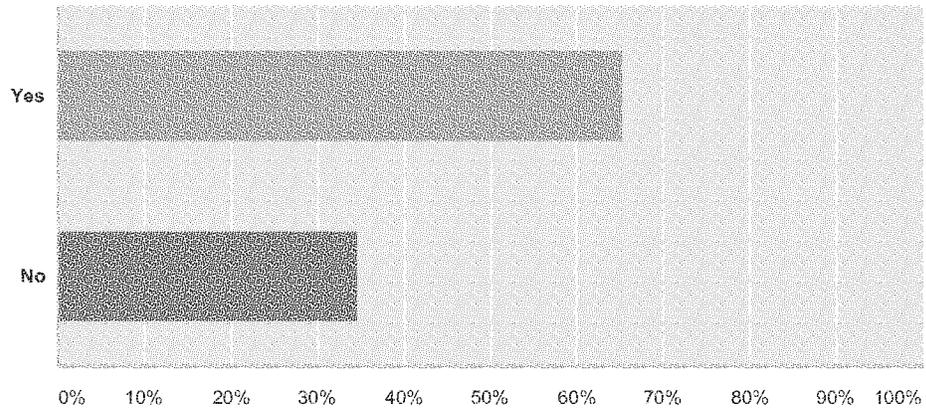
## Food Cart Pods on Privately Owned Land

57	Legacy Meridian Park Hospital	9/1/2016 8:24 PM
58	No preference really but wouldn't mind in old Hagen's parking lot or near Freddie's.	9/1/2016 7:46 PM
59	By the wess or by that area.	9/1/2016 6:11 PM
60	Wwhere people can access them	9/1/2016 4:57 PM
61	In an area where there is enough parking for the food cart customers	9/1/2016 4:08 PM
62	I own residential so question of if allow on my property is N/A	9/1/2016 2:59 PM
63	Commons area	9/1/2016 2:40 PM

# Food Cart Pods on Privately Owned Land

## Q6 If you are a business owner would you support a Food Cart in your parking lot?

Answered: 133 Skipped: 233

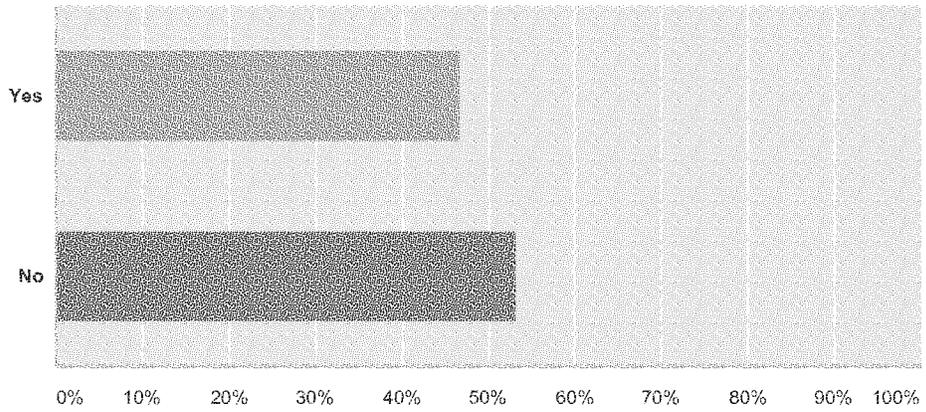


Answer Choices	Responses	
Yes	65.41%	87
No	34.59%	46
<b>Total</b>		<b>133</b>

# Food Cart Pods on Privately Owned Land

## Q7 If you are a property owner would you allow a Food Cart on your property?

Answered: 212 Skipped: 154



Answer Choices	Responses
Yes	46.70% 99
No	53.30% 113
Total	212

# Commercial Citizen Involvement Organization



## CCIO Food Cart Member Meeting September 7, 2016

Are you in the restaurant business in Tualatin?



Will Food Carts have a positive or negative impact on your business?

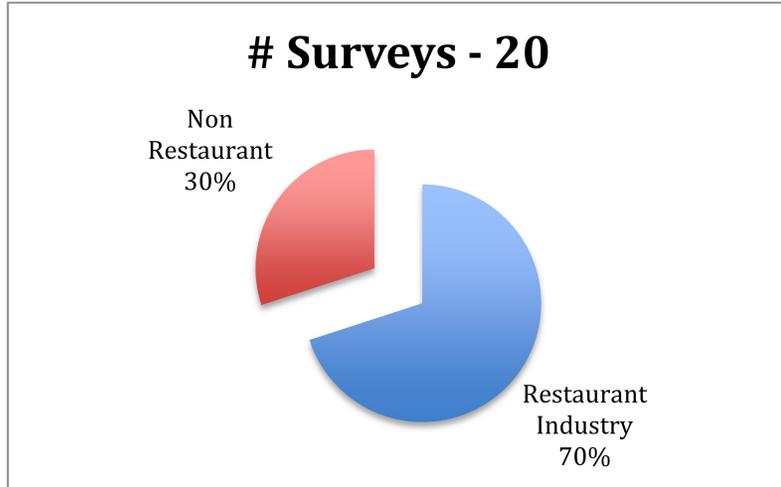


## Comments Summary from September 7, 2016 Meeting

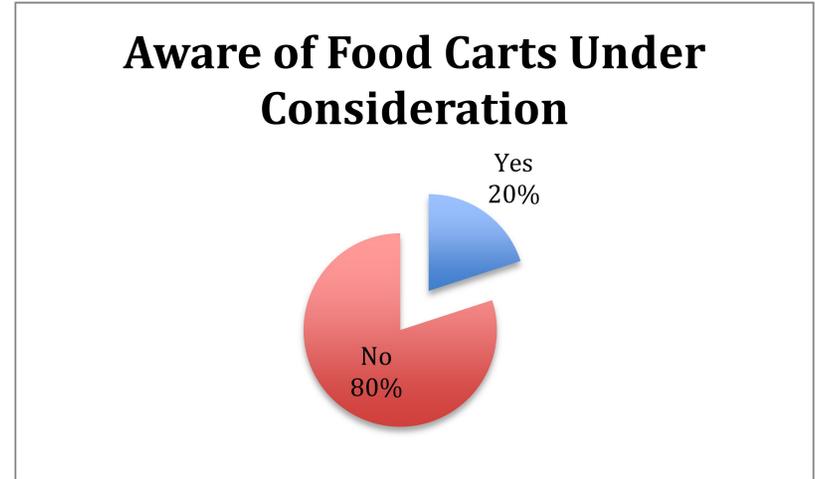
- Food Cart (FC) unfair competition
    - Whatever FC pays landlords or parking lot owners isn't even close to our overhead costs.
    - We aren't allowed sandwich boards or banners – FC are a giant sandwich board with unfair advertising.
    - FC operates only on peak days; we are here 365 days.
    - Brick & Mortar restaurants pay rent fully loaded with property taxes, parking requirements, landscaping requirement, an enormous list of City permit requirements including ventilation, restrooms, outside seating restrictions, hand washing stations, kitchen restrictions, etc. – FC have none of these.
    - Other suburban cities with low density and few walkers have experienced increased car traffic due to FC.
  - Tualatin offers a wide selection of “grab-an-go” besides more than 14 drive-through food options within the City limits. Many of these and others were represented at the meeting
    - Veri Bowl Chinese Innovation Kitchen
    - Starbucks (4)
    - Sharky's Woodfired Mexican Grill
    - Thai Cuisine
    - Subways (2)
    - Firehouse Subs
    - Jersey's Mike Subs
    - Bellagio's
    - Mai Asia
    - La Sen Vietnamese Grill
    - Peology Pizzeria
    - Hot Seat
    - Birra Pub
    - Rubens
    - Deli at New Seasons
    - Fast food with drive-through or curbside pickup near downtown – 2 McDonalds, Jack-in-Box, Taco Bell, Wendy's, Carl Jr.'s, Outback, Applebee's, and others
  - Nearly all Tualatin restaurants offer “take-out” for phone orders.
  - Most commented on this being a “last straw” with the increase in minimum wage, raising health costs, higher rents, etc.
  - Believe this is an opportunity for the City of Tualatin to learn from the mistakes other suburban cities have made: Does the City want empty restaurants and food service only from unregulated come-an-go providers? Because if they allow FC, it will drive many of the existing “grab-and-go” out of business.
  - If the City allowed sandwich board signs, like Tigard, more people would see these “grab-and-go” options, not just the fast food chain restaurants.
- Many (but not all) are not concerned with the current food trucks now operating in the Industrial area. Discussion seemed to support possible FC service that area, if it is regulated.

# Follow Up Written Survey – Received 20 Total

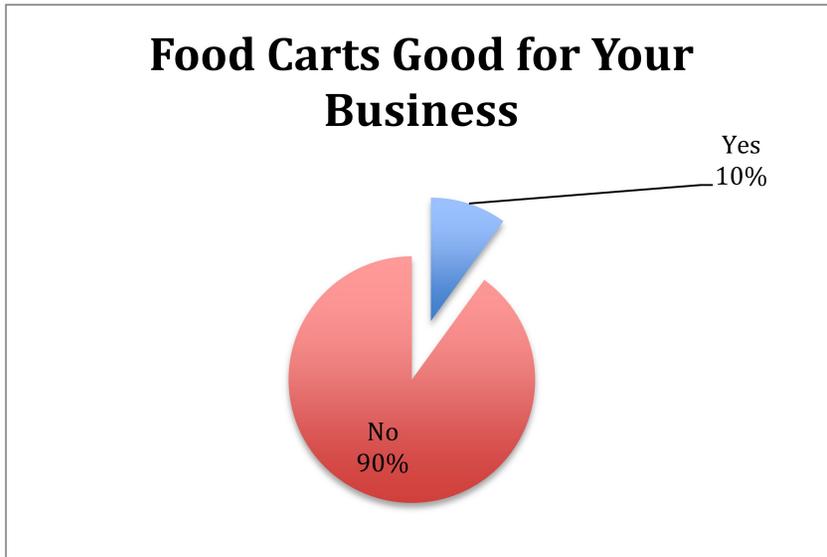
1. Are you in the restaurant business in Tualatin?



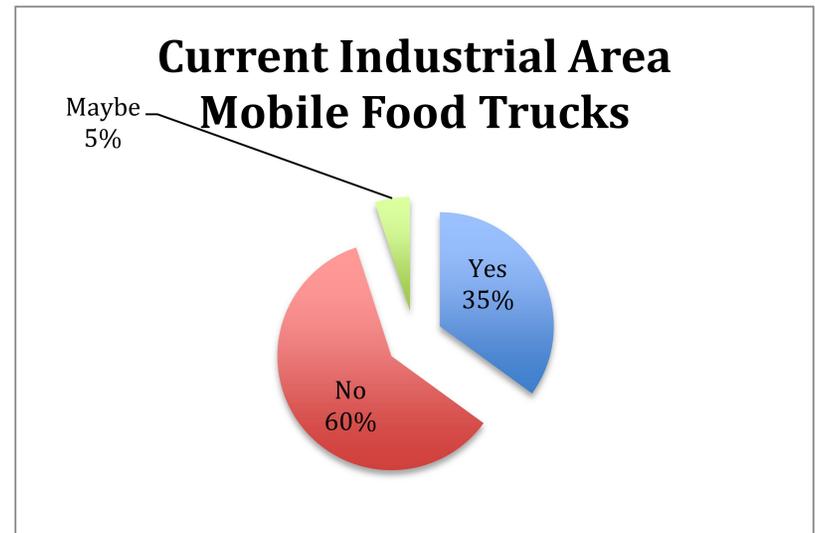
2. Were you aware that the City was considering allowing Food Carts to come to Tualatin?



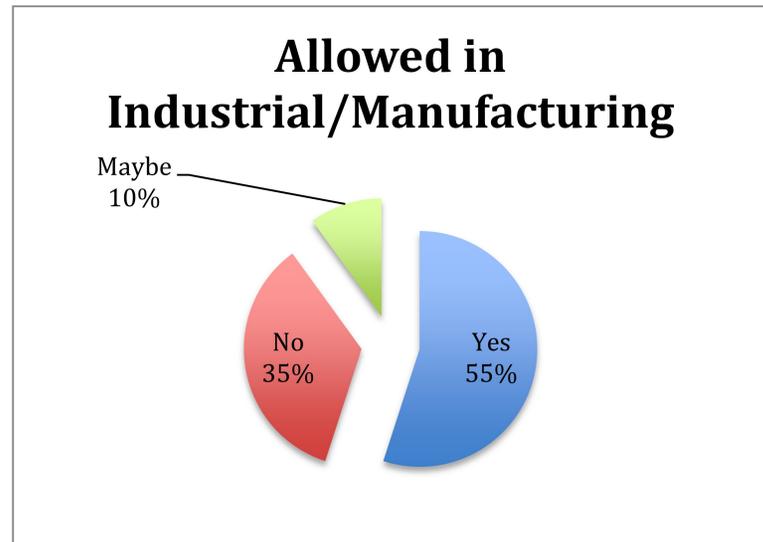
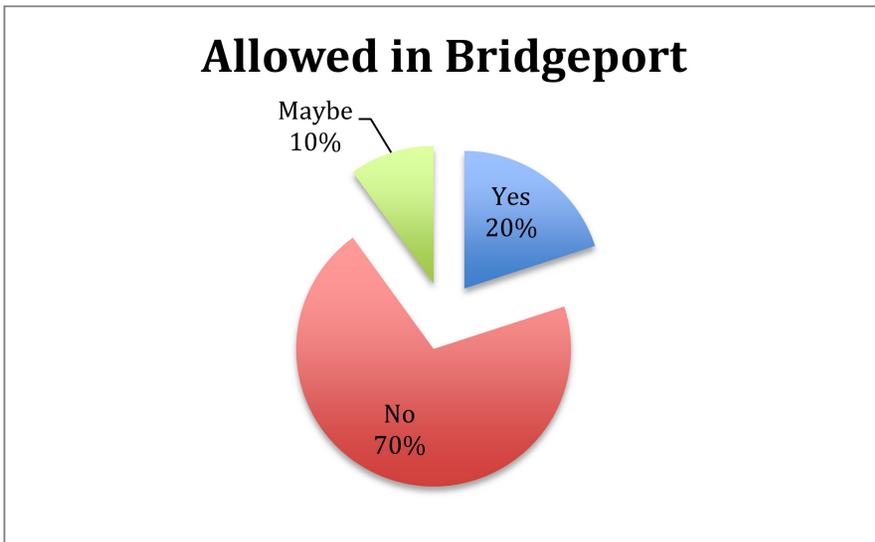
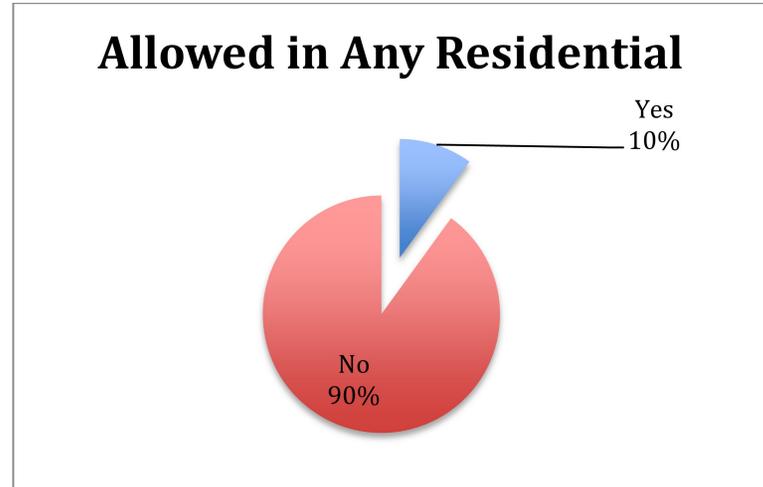
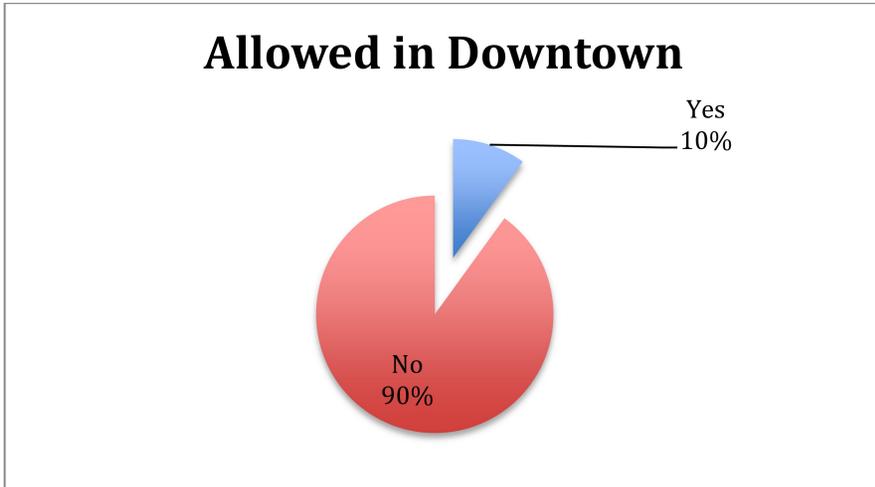
2. Do you think Food Carts would be good for your business?



4. Do you think the Mobile Food Trucks that go to our industrial sites are a problem?



5. Do you think the location of these Food Carts might be acceptable if they were allowed in?



6. If yes to any or all: What restriction should be implemented (similar restrictions summarized):

- Dishwashing, restrooms and water supply, safety and hazard regulations for people and food storage and preparation.
- Restrict to Industrial/Manufacturing at least 2500 feet from existing restaurant. It will help traffic.
- Need to provide some seating.
- Restrict hours of operations, foot traffic and eating areas if applicable, garbage or recycling requirements otherwise they will dump in others dumpsters; sanitation and hand washing;
- Allow only on sites where there is no service.
- They should have to prepay a tax for the year. Not just roll into town during the peak season.
- Restrict from downtown area, absolutely.
- Needs to be somewhere other than core area. Too much traffic. Will add car traffic.
- Others – similar to comments from CCIO meeting.

7. Any other comments (similar comments summarized)?

- The only way I even knew about this was the CCIO notice. Why didn't the City contact restaurants?
- This will put us out of business.
- Food trucks in industrial area do affect my business.
- Understand employees have limited time for lunch and food trucks have to be regulated.
- Tualatin needs more variety in food choices. Food trucks could provide that variety. Tired of French fries and pizza.
- Waste of time – why is the City even considering this. Disaster for restaurants.
- Why exclude residential? Ice Cream Treat trucks have been servicing our neighborhood for years. Would like to have a catering truck available for special events like sports events. Would these rules prevent this?
- City should look at the “special” event permits for food vendors at the Commons. It is killing me because they only show up when there are crowds. I am there 365 days a year.



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Adam Lewkowsky

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City of Tualatin - Government

Published by Zoe Monahan [?] - September 24 at 1:15pm

The City is exploring food cart options for Tualatin. To provide your input please fill out a short survey. You can provide input until October 6th at <https://www.surveymonkey.com/r/6TY36Y5>

### Food Cart Pods on Privately Owned Land Survey

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Adam McMahon

Chronological

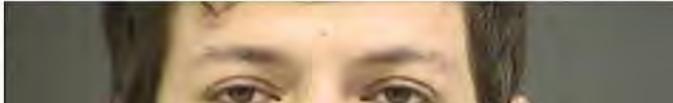
Adam McMahon Happy Valley has a good concept put in place  
Like · Reply · Message · September 25 at 6:24am

Write a comment...

City of Tualatin - Government

Published by Jennifer Porid Massey [?] - September 23 at 4:36pm

POLICE: <https://www.tualatinoregon.gov/.../police-make-arrest-bank-we...>





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City of Tualatin - Government

Published by Zoe Monahan (?) - September 5 at 12:00am

The City is exploring food cart options for Tualatin. To provide your input please fill out a short survey, by September 15th, at https://www.surveymonkey.com/r/6TY36Y5

Food Cart Pods on Publicly Owned Land Survey

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Kambra Mathiason, Jennifer Knisley and 5 others Chronological

Jason Downs Thanks for asking for input. Like Reply Message - September 5 at 12:41am

Lori Eskridge Whitehead GREAT idea!!! More options! (I took the survey) Like Reply Message - September 5 at 4:14am

Write a comment...

City of Tualatin - Government shared Tualatin ABC's video.

Published by Jerianne Thompson (?) - September 4 at 10:17am



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City of Tualatin - Government  
Published by Zoe Monahan [?] · September 1 ·

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Monique Flores Roberts Carolina Gaete Allen - ugh  
Like · Reply · Message · 1 · September 1 at 3:18pm

1 Reply

Anna Woll We would love to have some more options to dine in the neighborhood that aren't big chains!  
Like · Reply · Message · 1 · September 1 at 5:05pm

Stacey Mark Taft I have a love-hate relationship with food carts. Guess it depends on how many and where they'd be located.  
Like · Reply · Message · September 1 at 5:28pm

Steve Newport Koi fusion. Pdx sliders  
Like · Reply · Message · 1 · September 1 at 9:54pm

Eileen Turla Burdick Only if they are hooked up to a water line so they can keep it clean...otherwise, I would vote no. We don't need roach coaches.  
Like · Reply · Message · 2 · September 1 at 10:58pm

Jonathan Crane This is an important topic that has implications beyond yummy, cheap food. The negative impact it will have on our local restaurants must be considered as well. I found your survey incredibly insufficient. What results will you be able to glean from... See More  
Like · Reply · Message · 1 · September 2 at 8:43am

Catherine Holland The Tualatin Commercial CIO is holding a community meeting for Tualatin businesses regarding food cart options on Wednesday, September 7 at 2 p.m. in the Police Station Training room. We encourage all

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Like · Reply · Message · 1 · September 2 at 10:11am



**Joe Campbell** Kyle Puma  
Like · Reply · Message · September 2 at 10:31am

Write a comment... 📷 😊

September 8 – 2 likes and 1 share

September 15 – 3 likes

September 20 & 28 no comments or likes



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Published by Zoe Monahan (?) · September 1 ·

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1 share



Stephanie Gaston Brian Kella Barbara

Like · Reply · Message · September 1 at 2:33pm



Monique Flores Roberts Carolina Gaete Allen - ugh

Like · Reply · Message · 1 · September 1 at 3:18pm



Carolina Gaete Allen Of course...go figure! 😊

Like · Reply · Message · September 1 at 5:37pm



Write a reply...



Anna Woll We would love to have some more options to dine in the neighborhood that aren't big chains!

Like · Reply · Message · 1 · September 1 at 5:05pm



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Like · Reply · Message · September 1 at 5:28pm



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Like · Reply · Message · 2 · September 1 at 10:58pm



**Jonathan Crane** This is an important topic that has implications beyond yummy, cheap food. The negative impact it will have on our local restaurants must be considered as well. I found your survey incredibly insufficient. What results will you be able to glean from it? Local people need to know how many restaurants this concept will put out of business before asked where they'd like to see them. This topic will be tough for Council to decide on because they want to please voters, who might want more cheap eats, but haven't considered the financial impact it will have on permit paying, employee producing brick and mortar restaurants which have invested in Tualatin. What a slap in their faces this would be. The city would be doing a huge disservice to many mom and pop restaurants who have done everything right, only to be undercut by competitors with virtually no overhead. How about a real survey that first puts forth the facts of the negative impact this will have before dangling the concept of cheap eats in front of consumers?

Like · Reply · Message · 1 · September 2 at 8:43am



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Like · Reply · Message · 1 · September 2 at 10:11am



**Joe Campbell** Kyle Puma

Like · Reply · Message · September 2 at 10:31am



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**City of Tualatin - Government** shared Tigard-Tualatin Times's post.

Published by Tanya Williams (?) · September 1 ·

If you haven't heard the news, here's an update on the USPS relocation



# MEMORANDUM

## CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council

**THROUGH:** Sherilyn Lombos, City Manager

**FROM:** Karen Perl Fox, Senior Planner  
Alice Cannon, Assistant City Manager

**DATE:** 10/10/2016

**SUBJECT:** Basalt Creek Land Use Concept Map and Project Update

---

### **ISSUE BEFORE THE COUNCIL:**

Staff will provide Council with a refined Basalt Creek Land Use Concept Map and an update on the project including the 'Ten Considerations for Success'.

### **POLICY CONSIDERATIONS:**

Staff seeks Council concurrence on the draft Land Use Concept Map.

### **EXECUTIVE SUMMARY:**

At the June 13, 2016 Council Work Session, staff provided Council with a presentation that included a summary of the actions at the Joint Council Meeting in December 2015, a draft Land Use Concept Map from the April 2016 Open House, and a summary of the 'Ten Considerations for Success'. Considering feedback from the Council Work Session and public comment received in recent months, staff has refined the Land Use Concept Map being presented at this meeting. Working in collaboration with the City of Wilsonville, good progress has also been made on the 'Ten Considerations for Success'. The written draft Concept Plan is underway. Staff seeks the Council's concurrence on the draft Land Use Concept Map, which is necessary in order to complete the Concept Plan.

### **DISCUSSION:**

The Basalt Creek area is important for the long-term growth of Tualatin, Wilsonville and the Metro region. The Basalt Creek area presents an opportunity to provide for jobs and housing, develop efficient transportation and utility systems, incorporate natural resource areas and provide for community amenities and assets. The Project Management Team, which includes City staff from both Tualatin and Wilsonville, have refined the draft Land Use Concept Map last presented to the public at the April 2016 Open House. The refinements to the Concept Map aim to achieve a balanced response to public feedback and the Council Work Session in June 2016. A presentation on the draft Land Use Concept Map and a public comment land use log are attached. The Cities have also been working collaboratively and

have made good progress on the 'Ten Consideration for Success'.

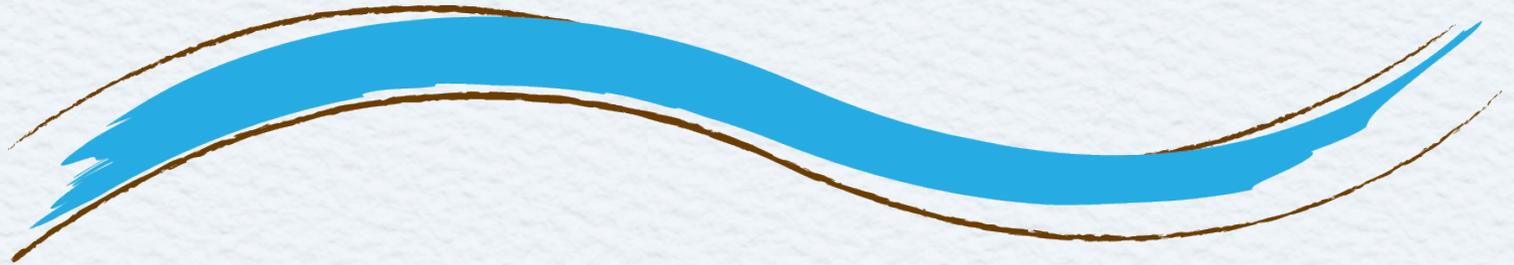
**RECOMMENDATION:**

Staff proposes to move forward with the Basalt Creek Land Use Concept Map and incorporate it into the Basalt Creek Concept Plan.

---

**Attachments:**    Attachment A: Basalt Creek Land Use Presentation  
                          Attachment B: Basalt Creek Land Use Comment Log: June 1, 2016 to Sept. 26, 2016  
                          Attachment C Tualatin Basalt Land Use Concept Comment Log September 27 2016-Oct. 6, 2016

Basalt Creek  
concept Plan



**Tualatin City Council  
Work Session**

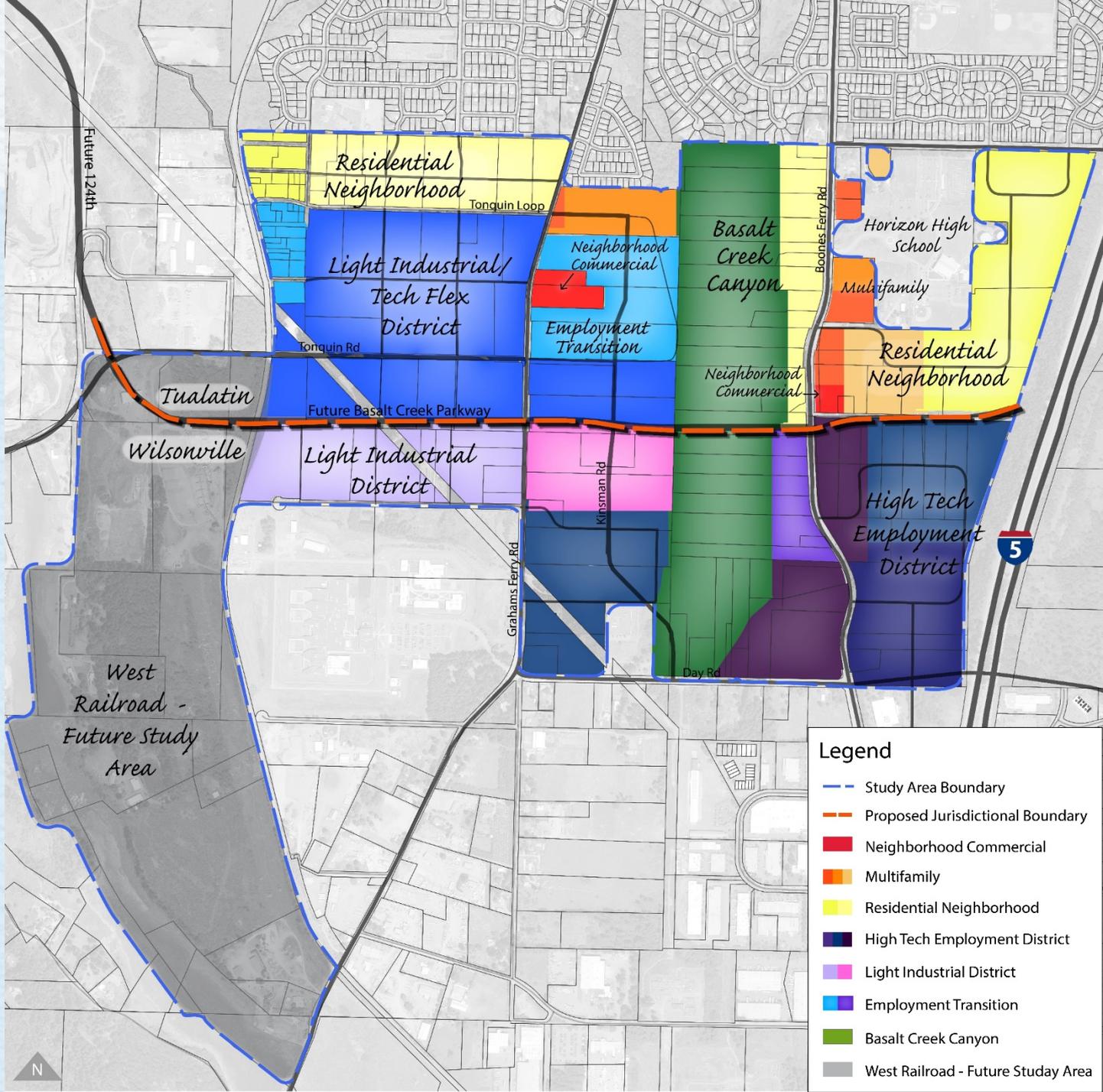
October 10, 2016

# Introduction

- Review and affirm conceptual land uses
  - Summary of refinements made to the Basalt Creek Concept Land Use Map since June 13, 2016 Council Work Session
- Review progress on Ten Considerations for Success
- Other related recent activities
- Next steps to conclude Concept Plan

# Basalt Creek Land Use Concept Map

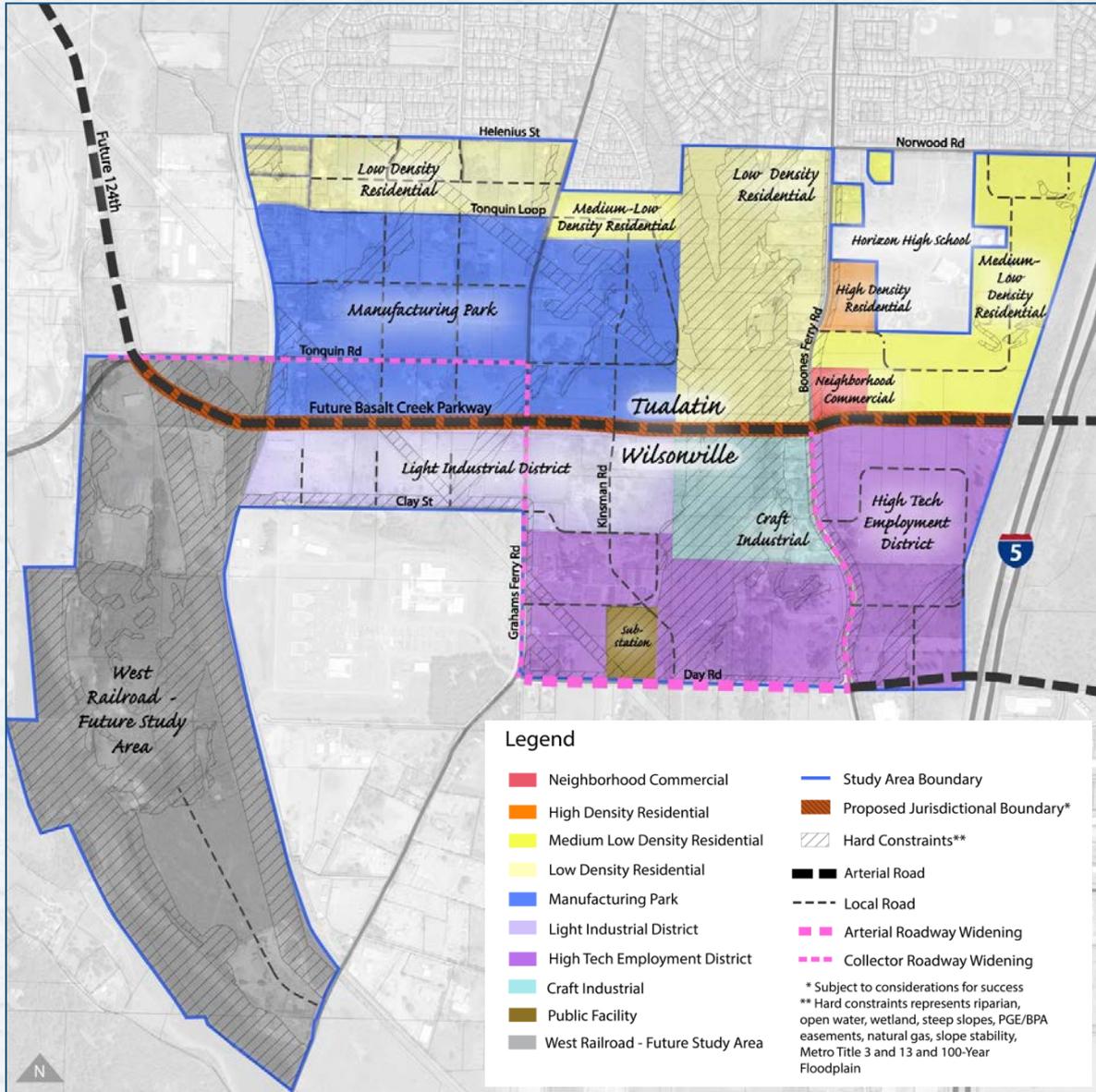
April 2016



- Legend**
- Study Area Boundary
  - Proposed Jurisdictional Boundary
  - Neighborhood Commercial
  - Multifamily
  - Residential Neighborhood
  - High Tech Employment District
  - Light Industrial District
  - Employment Transition
  - Basalt Creek Canyon
  - West Railroad - Future Study Area

# Concept Map Refinement

- Draft Basalt Creek Land Use Concept Map presented at April 2016 Open House
- Council review and input on Draft Concept Map at June 2016 Work Session.
- Ongoing community involvement
- Key feedback
  - Refine Employment Land Uses
  - Refine Residential Land Uses
  - Consider both private ownership and environmental constraints in Basalt Creek Canyon



## Tualatin Land Uses

Aligned with Planning Districts:

### Manuf. Park (Light Ind./Tech Flex )

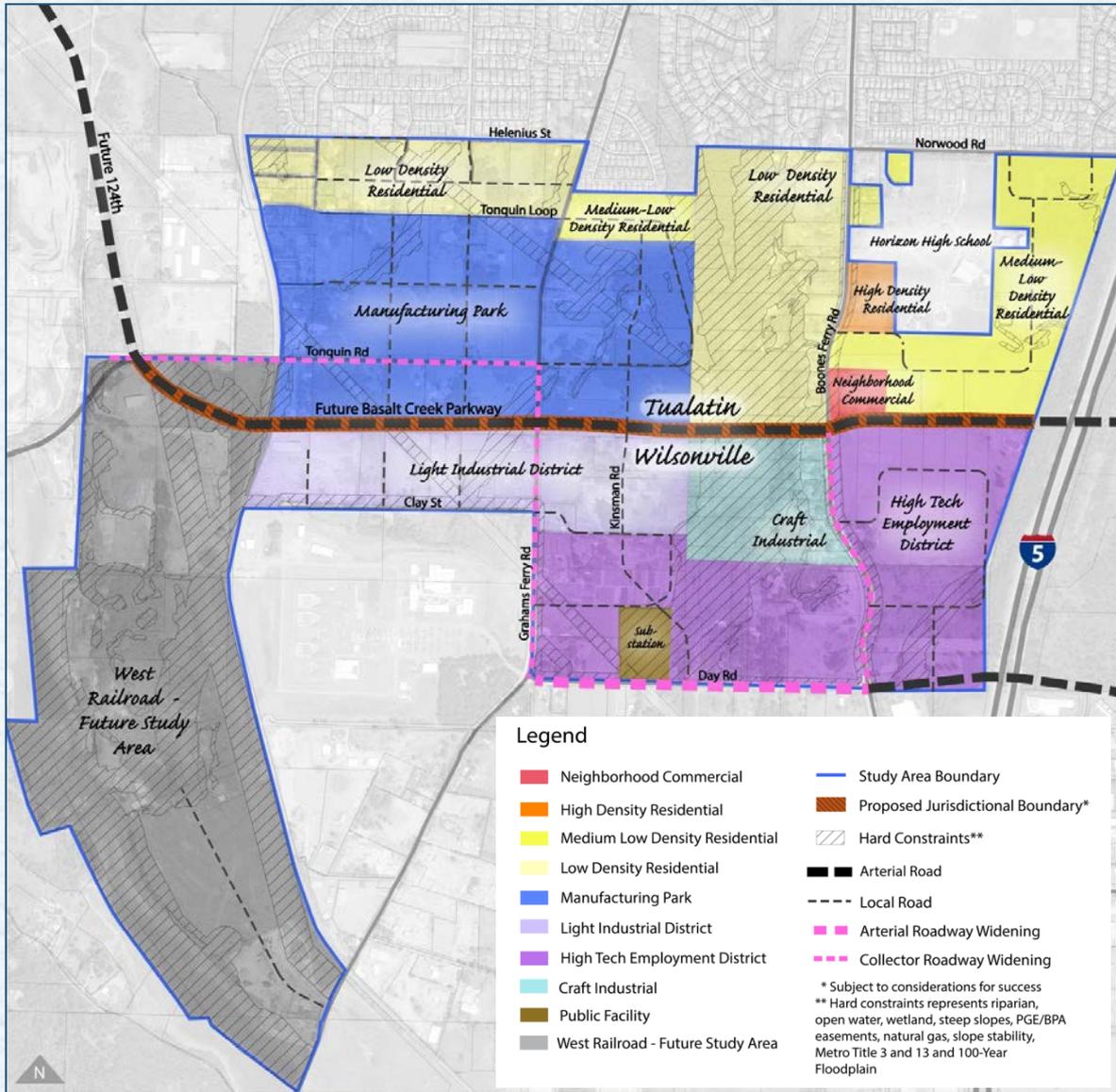
- Manufacturing
- Warehousing
- Allows limited office and retail

### Residential

- Slightly refined location of low and medium residential destiny
- Slightly decreased multifamily

### Neighborhood Commercial

- Concentrated in one easily accessible location



## Basalt Creek Canyon

### Respect and balance:

- Private property ownership
- Environmentally sensitive area

## Wilsonville Land Uses

### High Tech Employment District:

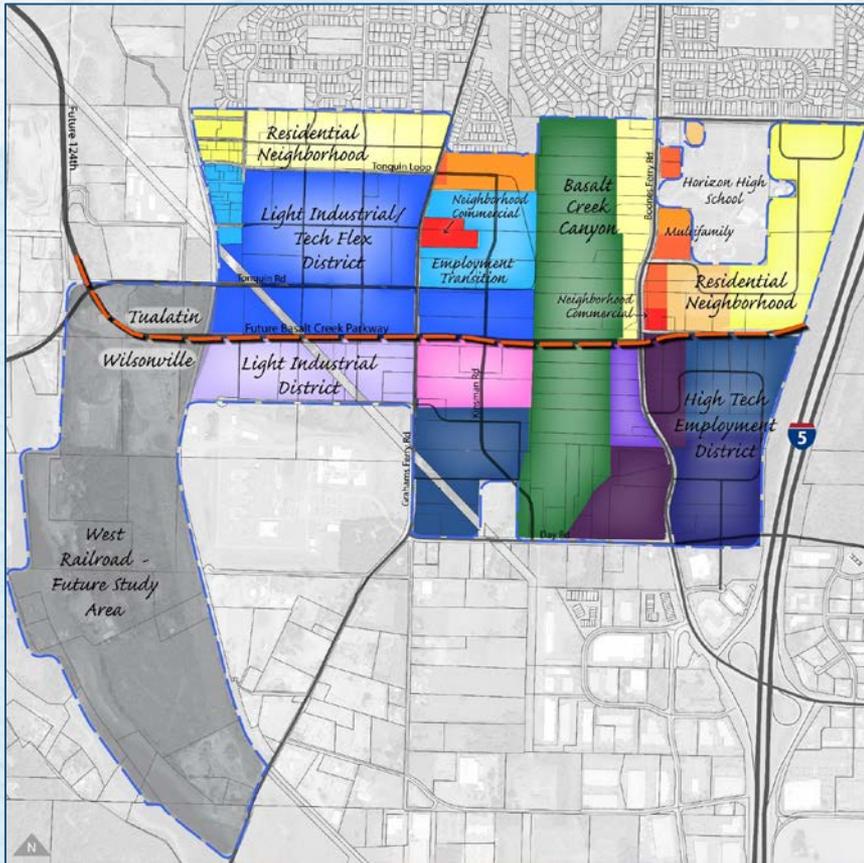
- Manufacturing
- Warehousing
- High Tech

### Craft Industrial

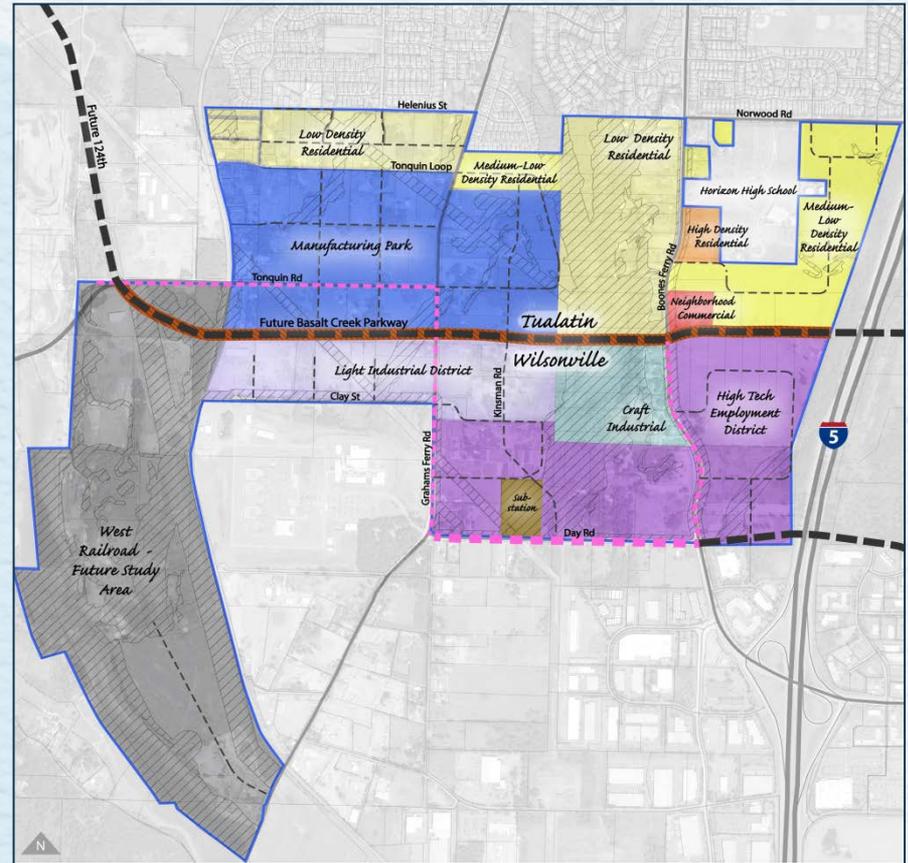
- in lieu of Employment Transition

### Light Industrial District

# Basalt Creek Land Use Concept Map



April 2016 Draft



Oct. 2016 Draft

# June 2016 Summary of Acres and Trips for Land Use Concept

INDICATORS	Tualatin	Wilsonville	Total	Total - Capacity
Developable Acres	194 ac	137 ac	331 ac	
WRR & BCC Acres*	10 ac	6 ac	16 ac	
Unconstrained Dev. Acres	184 ac	131 ac	315 ac	
Households	640	6	646	
Jobs	2,281	2,064	4,345	
<b>Trips (Trip Capacity=1,989)</b>	<b>1,274</b>	<b>781</b>	<b>2,055</b>	<b>+66</b>

\*WRR (West Railroad) and BCC (Basalt Creek Canyon)

# Oct. 2016 Summary of Acres and Trips for Land Use Concept

INDICATORS	Tualatin	Wilsonville	Total	Total - Capacity
Developable Acres	194 ac	137 ac	331 ac	
BCC Acres*	10 ac	6 ac	16 ac	
Unconstrained Dev. Acres	184 ac	131 ac	315 ac	
Households	575	6	581	
Jobs	1,929	2,524	4,453	
<b>Trips (Trip Capacity = 1,989)</b>	<b>1,111</b>	<b>951</b>	<b>2,062</b>	<b>+73</b>
Change since 6/2016	-163	+170	+7	

\*BCC (Basalt Creek Canyon)

# Ten Considerations for Success

## (Summarized)

### 1. Sewer

- Each City will serve its own jurisdiction independently.

### 2. Storm Water

- Cities and CWS acknowledge they must follow requirements in their respective Storm water MS4 permits. Adopt an IGA that addresses where cooperative storm water management is needed.

### 3. Industrial Lands

- Remove “industrial area” identified in Metro Title 4 Code from residential land already identified in northern portion of Basalt Creek. All remaining Title 4 industrial areas should remain available for industrial development.



# Ten Considerations for Success

(continued)

## 4. Transportation Funding

- Cities acknowledge that significant improvements will be needed to existing and future transportation network. Cities will work together to identify cooperative funding strategy that considers local, county, regional, state and federal funding.

## 5. Future Regional Transportation Projects -Basalt Creek

- To maintain the integrity of the transportation network Cities will work cooperatively to evaluate future regional transportation projects and decisions beyond those identified in the TRP.

## 6. Trips

- The Cities will retain and maintain land uses that are consistent with the Concept Plan. Any land proposed for a change in land uses designation should be reviewed for impacts to the transportation systems.



# Ten Considerations for Success

(continued)

## 7. Basalt Creek Parkway and I-5 Crossings

- Cities agree to seek a timely regional investment in these crossings to achieve regional industrial objectives.

## 8. North-South Collector (Kinsman Road)

- Cities will evaluate whether Kinsman Road extension north of Day Road is needed

## 9. Basalt Creek Canyon

- Cities recognize Basalt Creek natural resource value and will work together to reach agreement on joint management practices for the canyon.

## 10. Public Transportation

- Cities agree to coordinate efforts on how the two transit providers (SMART and TriMet) can best provide service throughout the area.



**SMART**  
SOUTH METRO AREA REGIONAL TRANSIT

*Basalt Creek*  
Concept Plan

# Other Recent Activities

- **Project Activities:**
  - Basalt IGA Reinstatement approved
  - Concept Plan draft underway
  - Ongoing community involvement
- **Public feedback on the process**
- **Public feedback on the Land Use Concept Map**

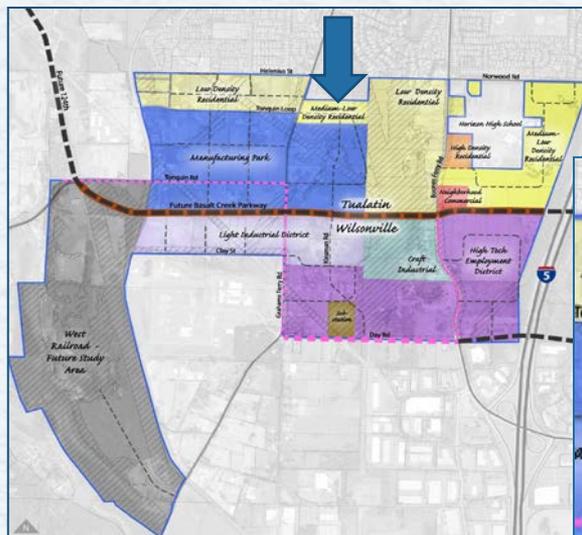


# Public Comments Specific to Land Uses: Victoria Gardens Homeowners Association (HOA) Proposal

- Victoria Gardens Planning District is Residential Medium-Low Density (RML)
- HOA's proposal suggests locating Low Density Residential (RL) immediately to the south of Victoria Gardens
- HOA's proposal shows Multi-Family and Neighborhood Commercial south of proposed Residential Low Density



Victoria Gardens HOA's Proposal

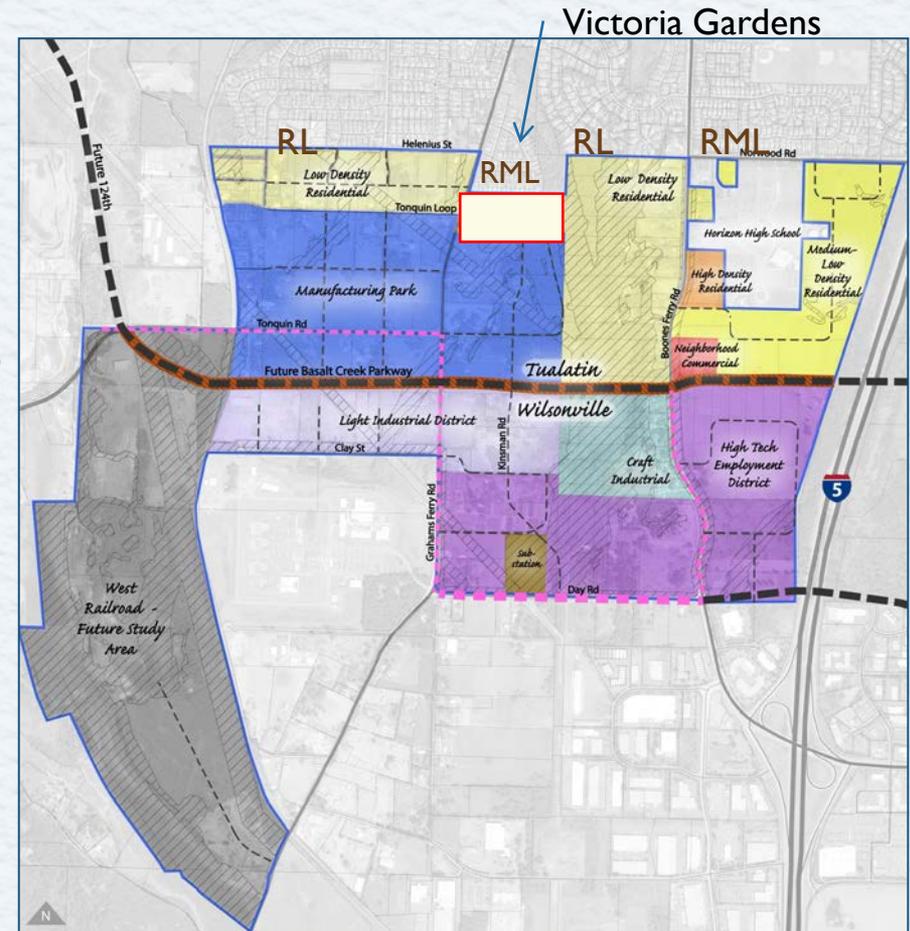


Oct. 2016 Draft Land Use  
Concept Map



# Consideration in Response to Land Use Comments from Public

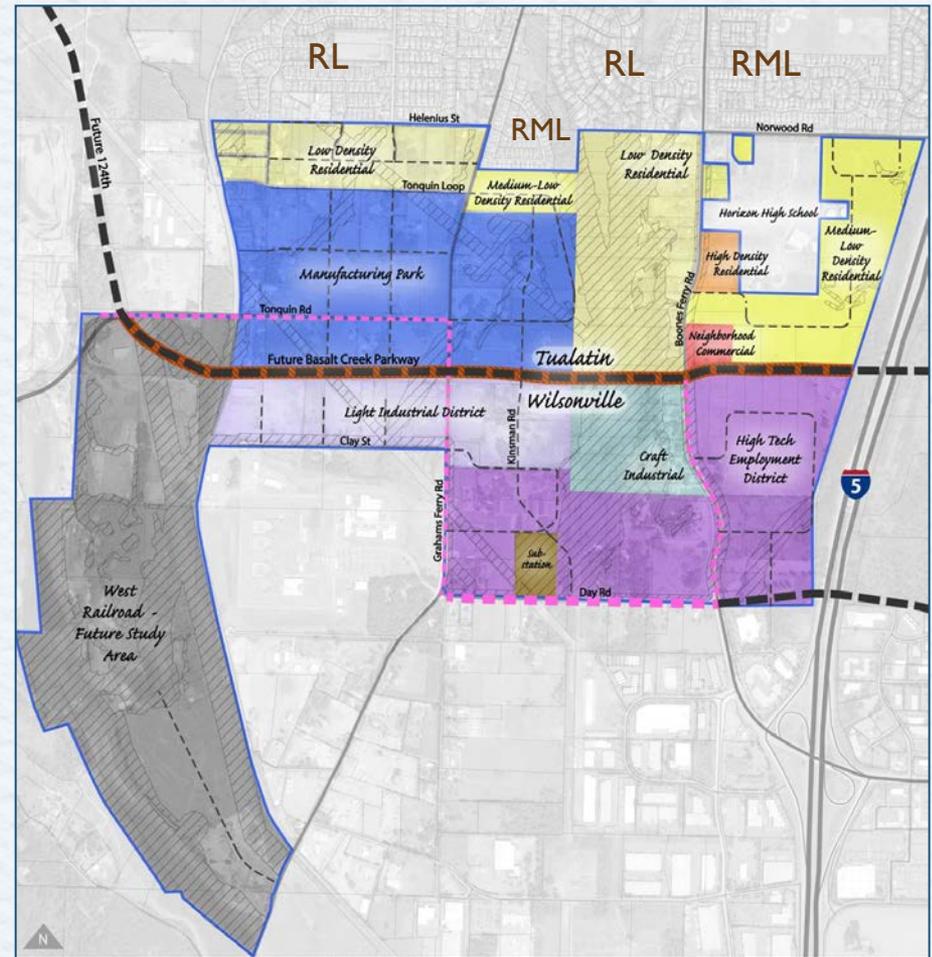
- Site shown (outlined in red) provides a transition between Victoria Gardens to the north and future employment lands to the south.
- **Option 1:** As current Planning District for Victoria Gardens is Medium Low Density (RML), choose same RML for the adjacent lot to south. Likely better transition to employment lands.
- **Option 2:** As Victoria Gardens is currently built out as Single Family Residential, change adjacent property to the south to Low Density Residential (RL). Preferred by HOA.



Oct. 2016 Draft Land Use Concept Map

# Consideration in Response to Land Use Comments from Public

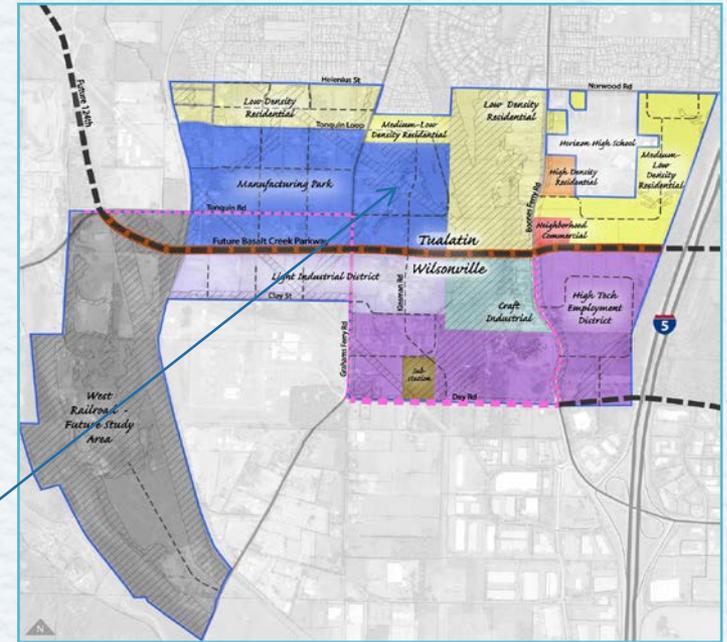
- This central area of Basalt Creek is critical to achieving the primary local and regional goal of providing for employment lands in Basalt Creek. The area is part of 92 developable acres proposed by staff to be designated as Manufacturing Park.
- Manufacturing Park (MP) allows limited retail and office in addition to campus style manufacturing.
- The earlier concept of a small amount of Employment Transition and Neighborhood Commercial land uses can be achieved largely under the umbrella of MP.
- The residential buffer just south of Victoria Gardens is included in the Concept Map.
- No further changes to the Concept Map are proposed by staff.



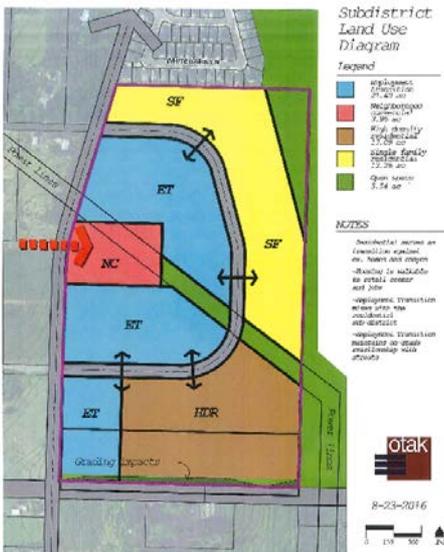
Oct 2016 Draft Land Use Concept Map

# Public Comments Specific to Land Uses: Otak Proposals A & B for Area South of Victoria Gardens

- Consider site constraints
- Proposes mix of low and high density residential to serve as transition to employment and Canyon
- Proposes that residential wraps around new loop road surrounding employment uses



Oct. 2016 Draft Land Use Concept Map

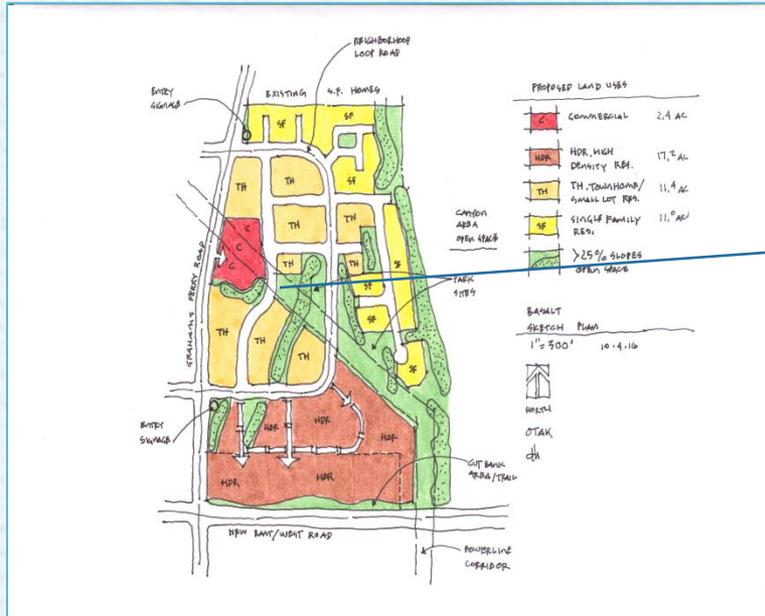


Basalt Creek Concept Plan B

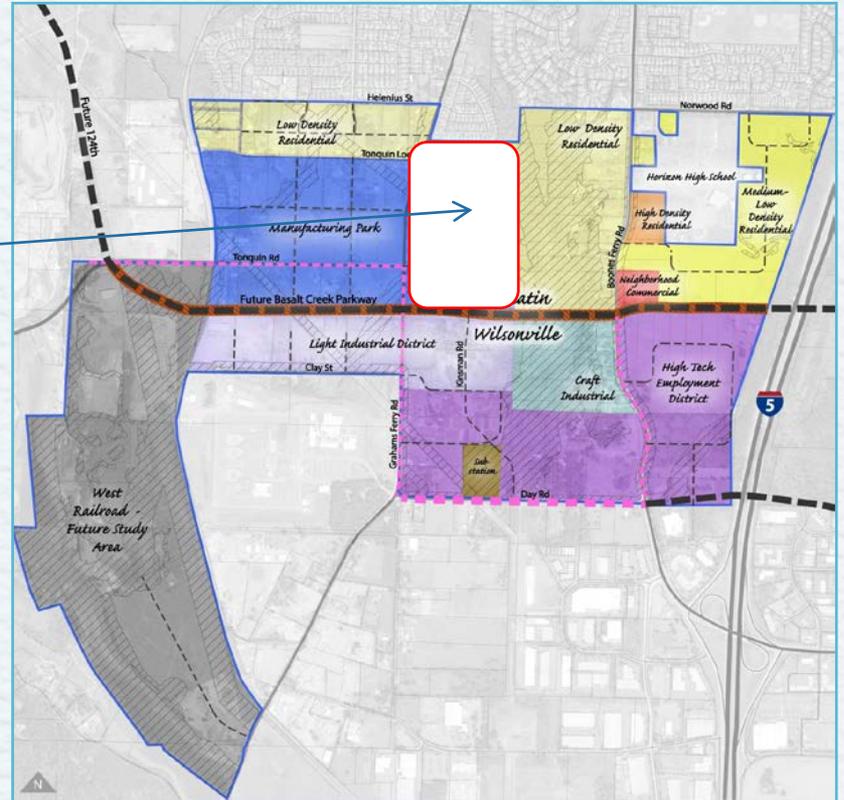


Basalt Creek Concept Plan A

# Public Comments Specific to Land Uses: Otak Proposal C for Area South of Victoria Gardens



Mix of housing types and densities with small amount of commercial



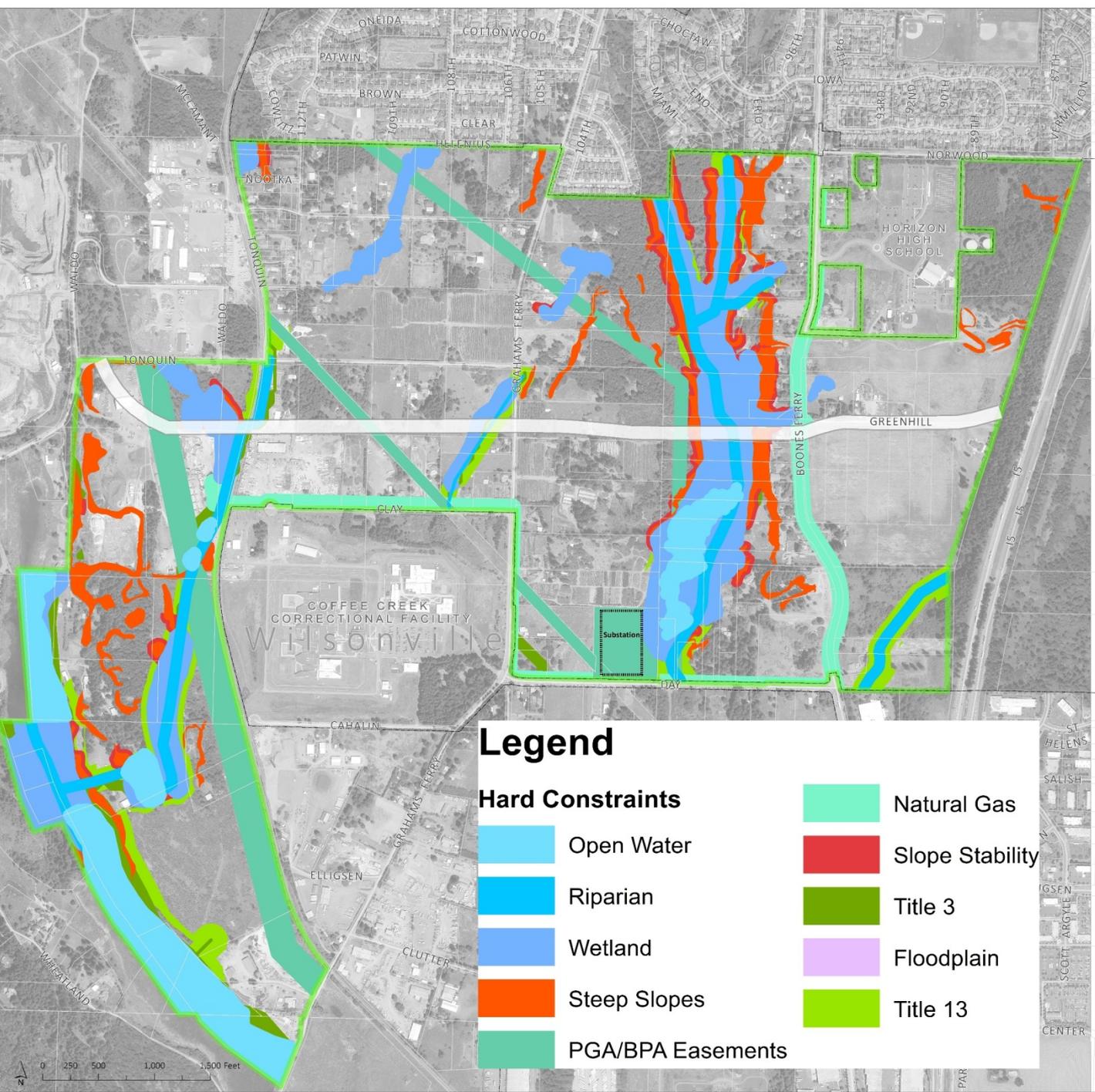
# Next Steps

- Agency Review Team – Winter 2016
- Individual Council Meetings – Winter 2016/2017
- Joint City Council Meeting – Winter 2016/Early Spring 2017

# Questions, Discussion, Direction

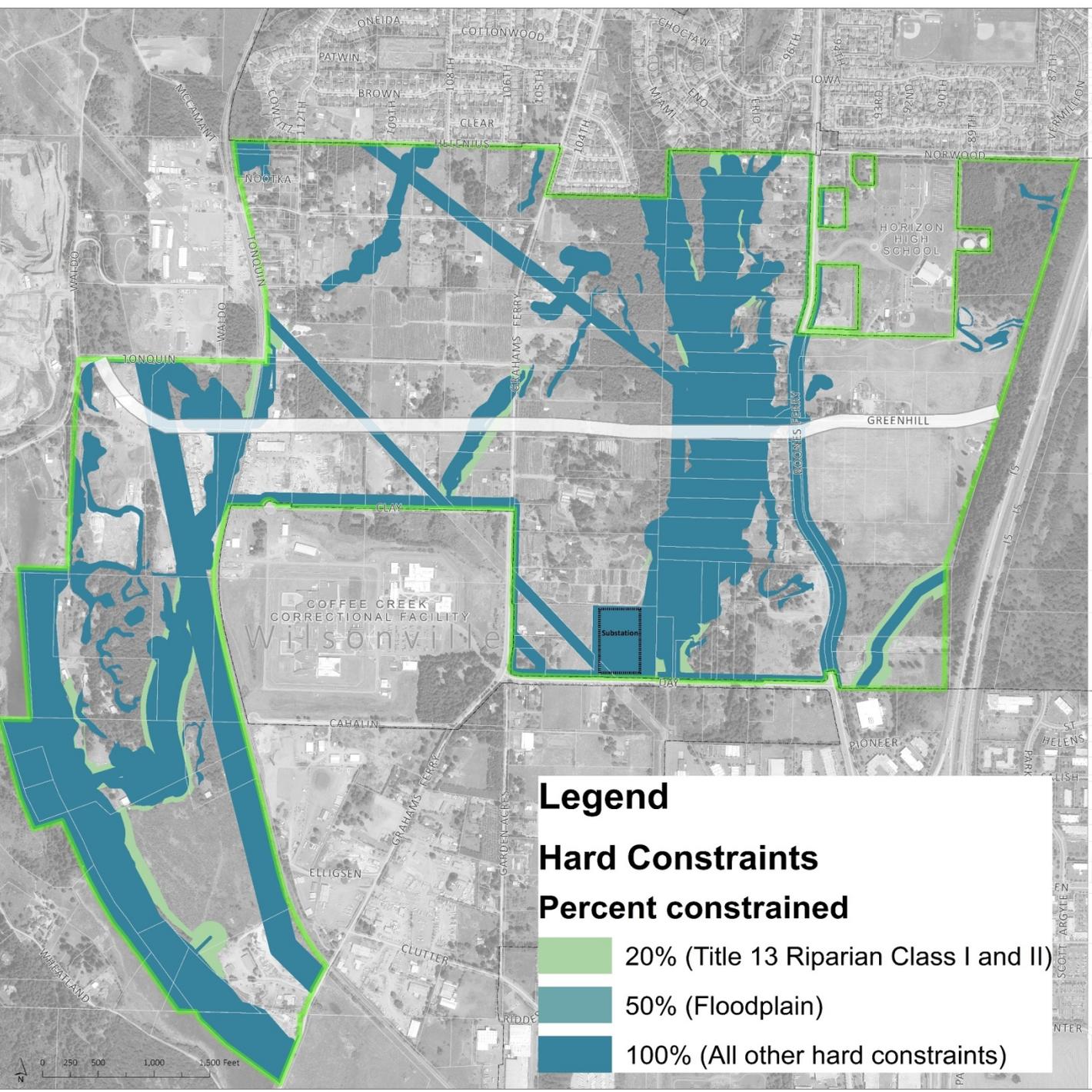
# Hard Constraints

These constraints directly effect the buildable land

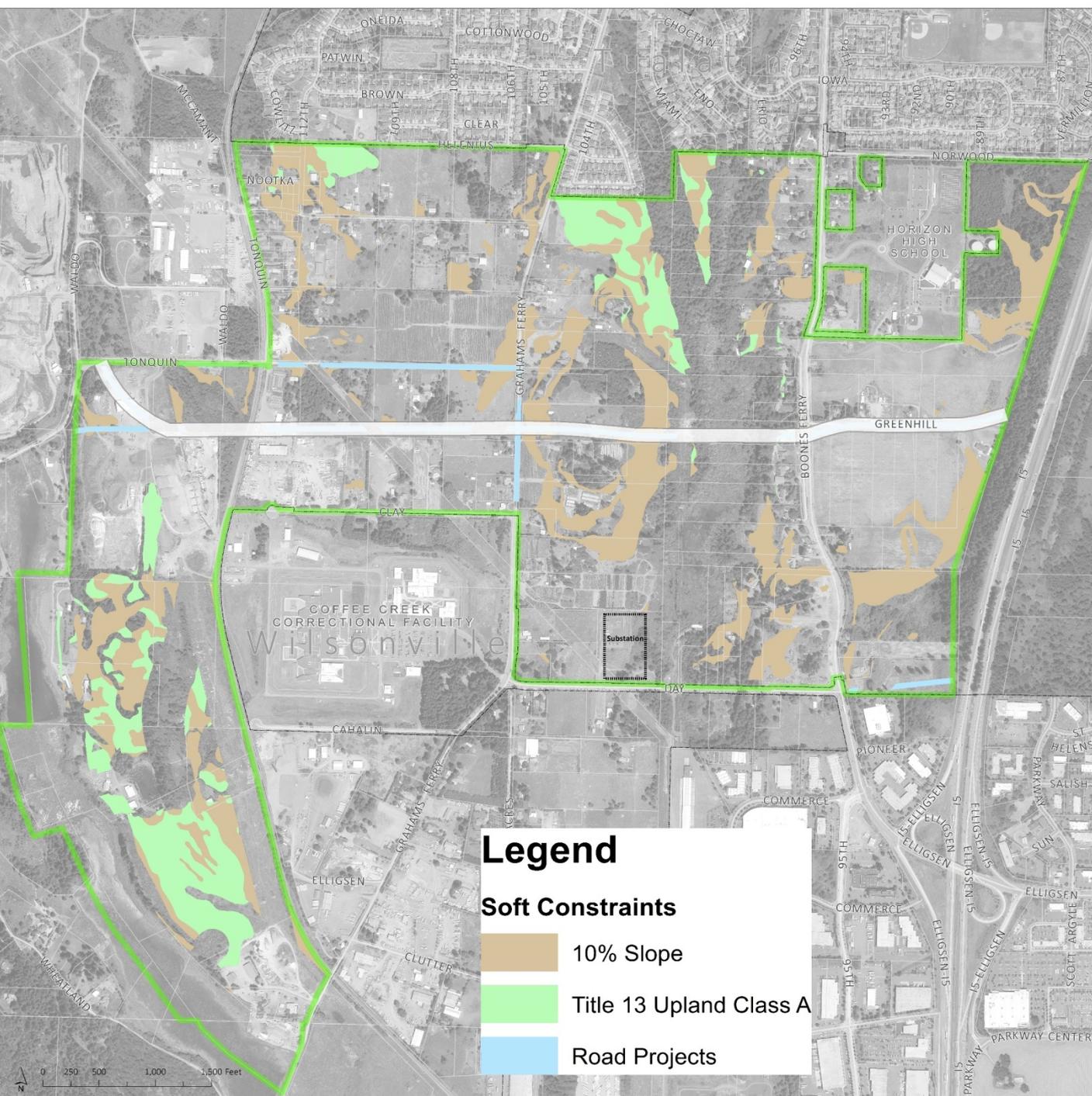


# Hard Constraints

3 intensities of influence



# Soft Constraints guidance only - no direct effect on buildable land





**Tualatin's Basalt Creek Land Use Comment Log: June 1, 2016 to September 26, 2016**

Date	Name	Comment*
9/19/2016	Victoria Gardens Home Owner's Association (represented by Dan Greenspan, President, Paul Morrison, Treasurer)	<p><b>From:</b> Paul Morrison [<a href="mailto:paul@pmorrison.com">mailto:paul@pmorrison.com</a>]  <b>Sent:</b> Monday, September 19, 2016 12:40 PM  <b>To:</b> Aquilla Hurd-Ravich  <b>Cc:</b> Sherilyn Lombos  <b>Subject:</b> Basalt Creek Zoning Request Change</p> <p>Aquilla, as promised attached is a letter from the Victoria Gardens HOA requesting a zoning change in the planned Basalt Creek Concept plan. I have also attached a copy of the proposed map with the recommended changes. If you have any questions please give me a call. Thanks again for your patience in listening to our communities concerns over some of the zoning proposals.</p> <p>Letter dated September 15, 2016 (below)</p> <p>We are writing to you to express our concerns with the current zoning of the property directly south of Victoria Gardens. The Basalt Creek Concept Plan currently shows the eleven acres that borders directly south of Victoria Gardens (Whitebark Ave.) planned for multiple housing. Our concern is the area directly north (Victoria Gardens) is currently all single family development, the property across the street from the area (directly west on Grahams Ferry Road) is proposed to be zoned single family, and the area directly east of the property is also currently planned as zoned for single family use.</p> <p>On August 10, 2016 the Victoria Gardens Homeowners Association held a community meeting and the residents attending unanimously approved a resolution asking the city of Tualatin to change the zoning of these eleven acres to Single Family Residential in order to conform with the surrounding area already developed, and planned for development.</p> <p>Also at our community meeting, the owner of the property, Sherman Leitgeb, spoke to the community and was supportive of the change in zoning. If you have any questions, please do not hesitate to contact us.  Sincerely,  Dan Greenspan, President Paul Morrison, Treasurer  Victoria Gardens Homeowners Association  Attachment: Zoning Request Map</p>
8/29/2016 (rev. from 6/16/16)	Don Hanson/OTAK	<p>Re: Basalt Creek Plan NE Corner (Letter dated 8/23/16 revised 8/24/16)  Introduction  Otak represents a group of owners who hold 10 acres in the northeast quadrant of the overall district. The property is located near the northeast corner of Grahams</p>

		<p>Ferry Road and extends over to the Basalt Creek Canyon along the proposed new east-west arterial road. Project Concerns Otak’s concern is that the northeast quadrant area is not well suited to industrial zoning proposed by the concept plan.</p> <ul style="list-style-type: none"> <li>• Topography. Much of the site contains slopes in excess of 10% and 25%. It would be extremely difficult to flatten it out to accommodate industrial site development requirements.</li> <li>• Access. Vehicular access will be limited to Grahams Ferry Road and extending Tonquin Loop into the site No access will be permitted on the proposed new east-west arterial road.</li> <li>• Basalt Creek Canyon. The industrial land abuts the Basalt Creek Canyon with no transition.</li> </ul> <p>Amended Plan Options</p> <ul style="list-style-type: none"> <li>• The attached concept plan options summarize the requested amendment for proposed land uses that fit the site.</li> <li>• The plans both show building Tonquin Loop as an actual loop with two access points on Grahams Ferry Road, This road extension will provide complete access to the properties.</li> <li>• Two densities of residential are shown as transition to the neighborhood to the north and canyon to the east and also along the new east-west arterial, which is down 25 feet from the site area.</li> <li>• A center core area of retail, industrial transition and open space serve as a walkable destination in the neighborhood.</li> <li>• Property uses can be molded to fit actual site conditions yet still provide ample “jobs” land with the employment transition (ET). Option As is preferred; it best fits the existing topography.</li> </ul> <p>Benefits</p> <ul style="list-style-type: none"> <li>• A walkable neighborhood with appropriate transitions and destinations</li> <li>• Land Uses that are adaptable to actual site conditions. The mix of uses will act as a catalyst to create activity in the district. The HDR land provides an excellent opportunity for workforce housing next to employment lands.</li> <li>• A quality neighborhood for Tualatin</li> </ul> <p>Attachments:  Basalt Creek –Site Constraints Diagram  Basalt Creek Concept Plan A  Basalt Creek Concept Plan B</p>
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**Tualatin's Basalt Creek Land Use Comment Log: June 1, 2016 to September 26, 2016**

8/24/2016	Daniel & Suzanne Greenspan	We are residents of the Victoria Gardens Developments. Please reconsider changing the zoning of the property (south, Grahms Ferry Road) south of Victoria Gardens to single family dwelling from multi-family dwellings. Thank you for your consideration. Sincerely, Daniel & Suzanne Greenspan.
7/22/2016	Paul Morrison	Map image with proposed draft Concept Map changes south of Victoria Gardens
6/8/2016	Grace Lucini	<p>Slide presentation excerpts on land use components:</p> <p>Slide 3 - Portions of the Canyon Contains Significant Natural Resources: Wetlands, Highest Value Riparian Habitat, Highest Value Upland Habitat. Some slopes within the middle of the canon are greater than 10% grade –others may exceed 25% grade. Due to vast changes in topography along with other factors-causes significant differences in the quality of wetlands, the riparian habitats, and the upland habitats within just a short span of land.</p> <p>Slides 20-24 –Please keep in mind –the canyon and the wetlands between Grahams Ferry Road and Boones Ferry Road are privately owned by several different property owners. The map presented at the April 28<sup>th</sup> Open House indicates a public trail along the western edge of my property. The location is not adjacent to the wetlands, nor on the same level of the wetlands. Wetlands are in the middle of my property –with useable property on the east and west sides of the wetlands. a. If a walking trial is envisioned along the wetlands-it will require the public acquisition of privately owned land from many different property owners. B. If the trails are planned along the wetland, the trail would cut my property in half, infringe upon my backyard and reduce the private use and enjoyment of my property. As I am actively working to restore the wetlands on my property---how would the restored area be protected from misuse or residual pollution from public access? One rereads Consideration 9... It is very unclear what rights the multiple property owners and homeowners along the canyon will have in the future regarding the private and exclusive use of their own property. Ile it might be a desirable marketing too-providing unlimited public access and trails into sensitive lands may not be in the best interest of this significant natural resource.</p>

**Tualatin's Basalt Creek Land Use Comment Log: June 1, 2016 to September 26, 2016**

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		<p>Lucini Comments continued.</p> <p>Slides 26-28: Please keep in mind, while some of the area being discussed within the Basalt Creek Area is undeveloped land, there are many preexisting homes already established within the area being discussed. Basalt Creek Area is not a blank canvas. While broad stroke conceptual planning is necessary to plan for future development, substantial consideration should also be given as to how these plans may impact existing home owners and environment.</p>
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**Tualatin's Basalt Creek Land Use Comment Log: September 27- October 6, 2016**

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<b>Date</b>	<b>Name</b>	<b>Comment*</b>
9/27/2016	Sean & Kelly Slater	<p>Sean &amp; Kelly Slater live at Tualatin, OR 97062 inside of Victoria Gardens development. Our backyard backs directly up to the Basalt Creek Concept Plan. We look over the fence at the first 11 acres that will be developed. That 11 acres is currently set to be zoned as Multi Family Housing. The acres to the West will be Single Family, the acres to the West will be single Family, but what is set to be in between all of us is Multi Family. This does not make sense to us. We feel that to keep continuity, the 11 acres that is currently owned by Sherman Leitgeb should be rezoned Single Family to conform with the surrounding area already developed.</p> <p>I was at our Victoria Gardens Homeowners Association meeting where we unanimously approved a resolution asking for this 11 acres to be rezoned Single Family.</p> <p>The current home owner Sherman Leitgeb said that he agrees himself that it should be rezoned Single Family to conform to the current developments surrounding it. Please consider rezoning this 11 acres to Single Family.</p> <p>Please let me know if you have any questions.</p>
9/27/2016	Yigal Accad	<p>This letter is with respect to Basalt Creek Concept Plan documents of 4/28/2016, as related to the South end of Grahams Ferry Road. According to this plan, zoning assignment is extremely unfair with respect to present homeowners of Victoria Gardens Community, in particular on the South side of Whitebark Avenue.</p> <p>Single family homes and multifamily homes represent completely different lifestyles in many aspects (social, cultural, congestion and more). Hence, the corresponding different zonings should be separated by a wide margin rather than by merely a 6 feet backyard fence.</p> <p>Please consider my recommendations which will hopefully make justice to all parties involved (including the City of Tualatin).</p> <p>Extend the single family residential neighborhood from the South end of Victoria Gardens Community to at least the Eastward extension of Tonquin Loop. This will create single family homes on both sides of Grahams Ferry Road all the way to Tonquin Loop. To maintain the balance of multifamily homes in the Concept Plan, extend multifamily homes zoning between Boones Ferry Road and I-5 (South and East of Horizon High School). Moreover, I believe multifamily homes should be on the</p>

**Tualatin's Basalt Creek Land Use Comment Log: September 27- October 6, 2016**

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		<p>East side toward I-5 while single family homes toward Boones Ferry Road (see similar development in Wilsonville, East of I-5).</p> <p>It is never late to make the right and fair decision and I am looking forward to the Planning Committee to do so.</p> <p>Thank you for your attention to my letter.</p>
9/29/2016	Jake VanderZanden	<p>I am writing to you to express my concern and opposition to the current zoning of the 11-acres of property directly south of Victoria Gardens. This is my viewpoint and also that of the Victoria Gardens HOA/neighborhood.</p> <p>Your Basalt Creek Concept Plan currently shows the acreage that directly borders Victoria Gardens – south of Whitebark Ln – as planned for multiple housing. This simply does not fit with zoning plans directly north, west and east of this neighborhood. While I may not understand the rationale, this needs modification. It is also my understanding that the current property owner desires and supports this zoning plan change.</p> <p>The Victoria Gardens Homeowners Association held a community meeting and the residents unanimously support a change to Single Family Residential in order to conform to the surrounding area already developed.</p> <p>Please reconsider current plans. Let's keep Tualatin great.</p>
10/3/2016	Charles and Danielle Cline	<p>We are 4 year residents of Victoria Gardens in Tualatin. Recently it was brought to our attention that the 11 acres adjacent to our neighborhood, related to Basalt Creek project, is zoned for multiple housing.</p> <p>All other adjacent neighborhoods in our area are single family dwellings and we urge you to reconsider the current plan. The tiny lots on which most houses are built already contribute to high density and zoning for multiple housing would greatly enhance this density.</p> <p>Please change the zoning for those 11 acres to single family homes.</p>
10/3/16	Carrie and Aaron Walser	<p>Short Version: Please, reconsider the zoning south of Victoria Gardens. We would very much like it to be Single Family Residential rather than Multi-Family Residential.</p> <p>Long Version: We are writing to you to express some of</p>

**Tualatin’s Basalt Creek Land Use Comment Log: September 27- October 6, 2016**

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		<p>our thoughts and feelings about the proposed zoning of the property right behind our home in Victoria Gardens. First off thank you for taking the time to read our letter, we hope it is helpful with the difficult decision you face on this matter.</p> <p>We moved to Tualatin with our three children in 2010. We fell in love with the city and the community at first sight. Never have we felt more “at home” in any community we have lived in before. Which is quite a feat if you consider that, when combined, we have lived in over 20 different cities in the United States, Mexico, and Argentina. Our home is on Whitebark Lane so that means our backyard is right up against Sherman’s property. He has taken good care of his property and it has been lovely these past six years. Looking out from our bedroom windows and seeing just the pines, it feels like we live in some sort of awesome treehouse. We knew when we bought the house that our view wouldn’t last forever. We knew that someday our neighbor would sell his property. Yet, we never imagined that our “backyard” would possibly become multifamily residential area.</p> <p>We believe that a city should have zones for apartments and condos and the like. We have lived in those areas before so we realize the pros and cons such developments have. We also recognize that some so called arguments against multifamily housing have no basis in fact and are unfortunately biased and sometimes bigoted. As an experienced Planning Manager I am sure you are aware of far more studies on the issue than we are. We know there are strategies to make multifamily housing successful endeavors.</p> <p>However, we are deeply concerned because in real life there are no guarantees that the common strategies used to make multifamily housing developments succeed-and not become their typical stereotypes-will be implemented.</p> <p>Although it may sound trite, our first concern is aesthetics. We all like to think we are rational humans, and all our decisions are based on rational thoughts. The truth is, we make many decisions based on emotion. Good design-along with poor design-can affect our emotions during the decision making process. Given the circumstances, and the lovely area where we live, we believe that the architecture of these multifamily dwellings would need to be even more exceptional than the single family homes in the area. Pleasure derived from beauty of environment is functional beauty in</p>
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**Tualatin's Basalt Creek Land Use Comment Log: September 27- October 6, 2016**

		<p>several ways. Yet, from my experience, the sad truth is that many developers wanting to build a multifamily dwelling are not interested in spending money on creating something special; something that will enhance the living experience here in our city. It's usually all about the short game, and the quick dollars.</p> <p>We know that many arguments about lowered property values are not validated by research. Yet, the question of management is one that has been shown to affect surrounding areas. Whether privately owned or subsidized poorly maintained housing has shown to diminish the value of surrounding properties. Obviously we have no say over how well managed or maintained these multifamily dwellings will be. (Granted we have no real control over our current neighborhood either but the HOA does help keep us all pointed in the same direction at least. We once let the lawn get rather long-aka neighborhood kids were getting lost on safari in the jungle we had growing out front-before we got a nice reminder letter.:)</p> <p>Recently, at our Victoria Gardens Homeowners meeting, a point was made that north of us is single family zone, we are single family zone, and the areas east and west of us are planned for single family zones. It seems a bit odd that right south of us, right behind our fence, isn't zoned for single family.</p> <p>May we suggest one possible alternative. Studies have shown that multifamily zoning is likely to be more successful when-along with good design and good management-you place it in an area that is in need of revitalization. In no way do we mean this to come across like us telling you how to do your work. It is simply my hope that you might be aware of a couple of areas in Tualatin that would benefit from such an opportunity for revitalization.</p> <p>Finally, we want to thank you for your time and your efforts on behalf of the city. We recognize this is not an easy job and that you can't make everybody happy but we hope our letter has helped in some way with these difficult decisions.</p>
10/3/2016	Jim Switzer	<p>I hope you are having a good day!</p> <p>As you recall, we spoke by phone about our concerns relating to the zoning issue of the property directly south of Victoria Gardens.</p>

**Tualatin's Basalt Creek Land Use Comment Log: September 27- October 6, 2016**

		<p>The Basalt Creek Concept plan currently shows the eleven acres that borders south of Victoria Gardens (Whitebark Ave.) is planned for multiple houses.</p> <p>As you know, the zoning to the north of Victoria Gardens as well as to the west are all zoned for single family use.</p> <p>It would only seem right, that the land directly south of Victoria Gardens would also be zoned as single family homes as well.</p> <p>As such, we are asking the Concept Plan be changed in light of this request.</p> <p>I have been a Tualatin resident since 1990. I love the city and respect the desire of the City to expand in the Basalt Creek area.</p> <p>However it is unreasonable to exclusively penalize our small (73 home) subdivision in the Concept Plan.</p> <p>It would make more sense to continue the single family home environment just south of Victoria Gardens.</p> <p>Thank you for your understanding and consideration of our request.</p>
10/3/2016	Cristina & Sherrard Watson	<p>My husband and I are homeowners in the Victoria Gardens neighborhood in Tualatin, OR. I was recently informed that the 11 acres just south of our neighborhood has been planned as multiple housing residences, rather than single family residences. This is concerning to us, as the neighborhood that we live in, as well as all the adjacent areas, are either zoned as single family or are planned as single family residences.</p> <p>I am writing to ask you to reconsider this decision, as we would all love for our neighborhood, and surrounding areas to stay in the same type of development format. We love Tualatin and love our neighborhood, and would just like to have the area conform to the areas that we already live in, or are being developed.</p> <p>Thank you very much for your time and consideration.</p>
10/3/2016	Michael & Julie Madrid	<p>We are writing with concerns about the current zoning of the property directly south of Victoria Gardens. It would appear that the Basalt Creek Concept Plan shows that the eleven acres located on the southern border of Victoria Gardens is zoned multi-family housing and the remaining acreage to the south of that eleven acre parcel are</p>

**Tualatin's Basalt Creek Land Use Comment Log: September 27- October 6, 2016**

		<p>currently zoned for single family use. We would like to request that these zones be switched so that the single family use zone is the zone closest to Victoria Gardens.</p> <p>On August 10, 2016 Sherman Leitgeb, the owner of the two parcels in question addressed our homeowners association and was supportive of the change of the current zoning. The Victoria Gardens Homeowners association held a community meeting about the current zoning and with unanimous consensus we are asking the City of Tualatin to change the zoning of the eleven acres on our southern border to be changed to single family residential. This change would be better suited to a continuous flow of single family residences without the insertion of multi-family use zoning splitting single family neighborhoods. We also believe that the flow of traffic would be better suited as multi-family use properties have more vehicles per acre Since the multi-family zone would be closer to the 124<sup>th</sup> street extension and to I-5 via Day Road, we believe that the flow of traffic would flow better.</p> <p>We appreciate your time and I hope you will consider our request to change the zoning.</p>
10/3/2016	Bonnie Ford	<p>I am writing with the sincere hope that you will consider and understand my concern regarding the current zoning of the area just south of my neighborhood.</p> <p>I've lived in Victoria Gardens for just over four years. When I moved into my new home in 2012, it was as a single mother with a full time career raising a 9-year old daughter. I am fortunate enough to have the financial means to buy a home rather than renting a house or apartment. I considered moving to other communities like Lake Oswego, Forest Heights, or Multnomah Village. I chose to stay in Tualatin, moving only a few blocks from my previous home in the Canterwood subdivision. The overriding reasons were the quality of life, sense of community, and the safety of the Victoria Gardens neighborhood for myself and my daughter. That decision has always lived up to my expectations until now.</p> <p>The Basalt Creek Concept Plan proposes to turn the eleven acres directly south of Victoria Gardens into multiple family housing. This concerns me deeply as I believe it is inconsistent with the purpose and feel of the neighboring communities. The bordering areas are currently or proposed to be zoned as single family residential. A multiple family housing development in</p>

**Tualatin's Basalt Creek Land Use Comment Log: September 27- October 6, 2016**

		<p>this area will impact traffic, aesthetic, and population density negatively and change the character of our local community.</p> <p>On August 10<sup>th</sup>, the Victoria Gardens HOA held a community meeting to discuss this issue. The residents in attendance unanimously approved a resolution asking the city of Tualatin to change the zoning of these eleven acres to Single Family Residential in order to conform with the surrounding area, both existing and planned for development.</p> <p>Sherman Leitgeb, the owner of the property, has also expressed his support of our community to change the zoning to Single Family Residential.</p> <p>I appreciate the opportunity to express my concerns and sincerely hope that you will consider the impact of this decision on my family, my neighbors, and our wonderful community.</p>
10/4/2016	Herb Koss	<p>I have attached a hand drawn sketch that Don Hanson of Otak prepared. A more detailed map will be forthcoming.</p> <p>I have been speaking with Mayor Ogden about the zoning issues in Basalt Creek and my concerns with trying to include Employment Transition Zoning on the land identified in the attachments to this email.</p> <p>The property that I have ownership in is the 10 acre parcel on Basalt Creek Parkway and Grahams Ferry Road ( east side of Grahams Ferry). In speaking to the Washington County Engineering dept. , I was told that we will have an 18 foot cut on our southern boundary. With no access allowed from frontage on Grahams Ferry Road I retained the services of Otak to assist with what I would consider a better plan for not only our land but for the City of Tualatin.</p> <p>The first plan that Otak prepared was directed by input from the city staff that Employment Transition land had to be a part of the plan. After examining the topography of the land it just does not make sense for any of the land in the area described to be zoned employment. The site constraints are just not conducive to employment zoning. I asked Don Hanson to prepare a sketch of a plan that did take site topography into consideration. The plan is also attached to this email --- <b>Basalt Creek Sketch.</b></p> <p>I have been in the development business for many years</p>

**Tualatin's Basalt Creek Land Use Comment Log: September 27- October 6, 2016**

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		<p>and in planning any land purchased I always retained the services of professional land planners to assist me in creating a well thought out plan. Topography is a very important factor in preparing any land plan.</p> <p>It is my sincere hope that the City consult with John Fregonese on the issues that I have identified.</p> <p>Attachment: 1- 17713A Basalt Creek Amend Concept Plan Revised 08-24-16 Attachment: 2- Basalt Creek Sketch</p>
10/5/2016	Michael Ward	<p>I am writing to you to express my concerns regarding the zoning of the property directly South of my home in Victoria Gardens.</p> <p>This plan shows that the property directly south of my location is planned to have multi-family housing. Currently the area is all single family development.</p> <p>The Victoria Gardens Homeowners Association held a meeting and all the residents attending approved a resolution asking that the City of Tualatin change the zoning of the eleven acres to Single family Residential in order to conform with the surrounding area that is already developed and planned for development.</p> <p>If you have any questions, please feel free to contact me. My contact information is below.</p>
10/5/2016	Herb Koss	<p>I have attached a more detailed plan that Otak has prepared. Since my first plan was submitted I had Otak take a closer look at the slopes and topography of the entire land area from Basalt Creek Parkway north to the present residential Neighborhood and between Grahams Ferry Road and the Canyon. It was apparent, after consulting with Otak and Fregonese and Asso. that not only our land, but the entire area described had constraints that were not conducive to Employment Land uses.</p> <p>John Fregonese provided me with a copy of the mapping that his firm provided and this map was the basis for the work done by Otak.</p> <p>The attached refined plan has been drawn taking into consideration the existing topography and access points as well as a needed transition to existing homes to the north and the canyon to the east.</p> <p>There is a centralized retail center that is easy and safe to</p>

**Tualatin's Basalt Creek Land Use Comment Log: September 27- October 6, 2016**

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		<p>walk to from all of the housing proposed on the site.</p> <p>A diverse mix of housing is proposed from single family to townhomes to apartments.</p> <p>This approach supports the workforce housing close to jobs. Severe slopes are protected by open space. This combined with a parkway under the existing power lines creates open space that connects land uses.</p> <p>Access to the Grahams Ferry road is limited to three points. The development parcels are served by an internal loop road. No access is proposed to the Basalt Creek Blvd. since there is a 18 to 20 foot cut in line with the plans as proposed by Washington County.</p> <p>I would like to suggest that Fregonese and Asso be invited to a workshop along with Don Hanson a principle with Otak who has prepared our suggested zoning map.</p> <p>Thank you for your including our first planning maps for the upcoming workshop. The attached map has been prepared after looking at the entire area described above. I would appreciate if you included the attached map and this email too.</p> <p>Sincerely Herb Koss</p> <p>Attachment: Basalt Map</p>
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# MEMORANDUM

## CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council

**THROUGH:** Sherilyn Lombos, City Manager

**FROM:** Melinda Anderson, Economic Development Manager

**DATE:** 10/10/2016

**SUBJECT:** Tualatin Economic Development Update

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### **EXECUTIVE SUMMARY:**

The purpose of this update is to provide the City Council with an update on activities in the Economic Development program. Attached is a presentation that provides some economic indicators and highlights progress made on the two strategies in the Economic Development Strategic Plan.

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**Attachments:** [Council Update Oct 10 2016](#)

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# CITY COUNCIL ECONOMIC DEVELOPMENT UPDATE

October 10, 2016

Melinda Anderson, Economic Development Manager



*City of Tualatin*

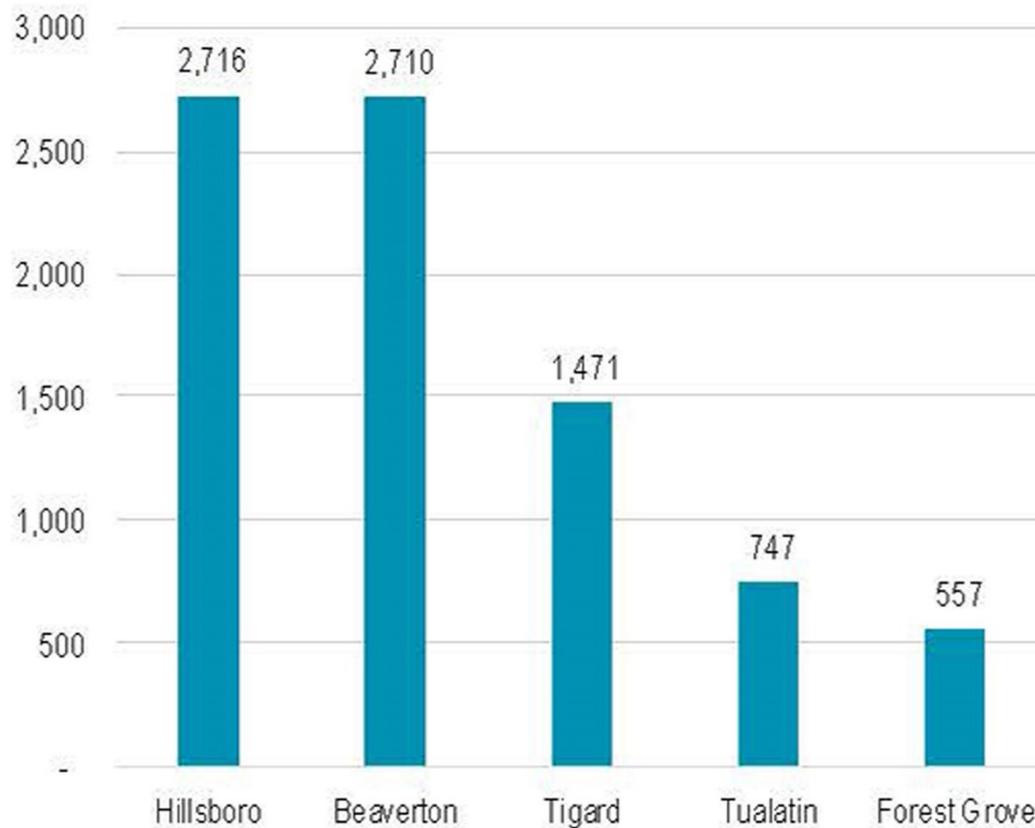
**UPDATE**

**EMPLOYMENT/WAGE  
GROWTH**

Tualatin  
&  
Washington County

# WASHINGTON COUNTY JULY ECONOMIC INDICATORS

**Jump in Washington County Residents Working**  
Net change, June 2015 to June 2016;  
Oregon Employment Department, Local Area Unemployment Statistics



*City of Tualatin*

# WASHINGTON COUNTY JULY ECONOMIC INDICATORS

## Growth by Number of Jobs in Washington County

Net change, June 2015 to June 2016

Oregon Employment Department, Current Employment Estimates



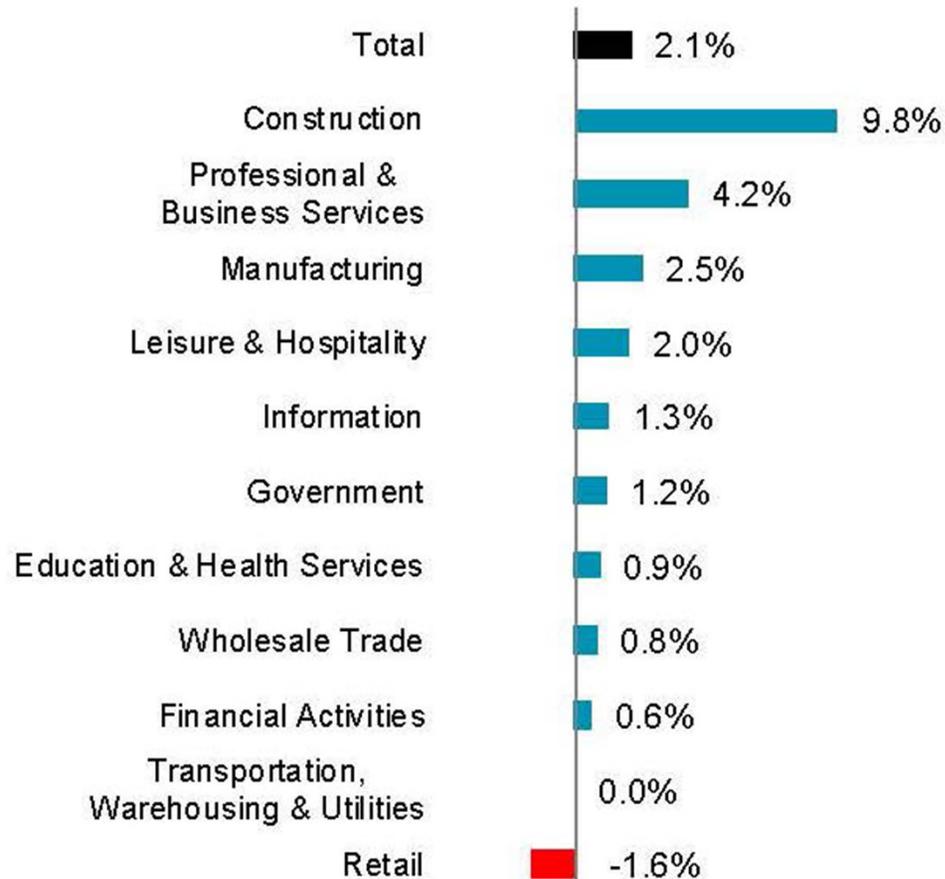
*City of Tualatin*

# WASHINGTON COUNTY JULY ECONOMIC INDICATORS

## Most Washington County Industries Growing

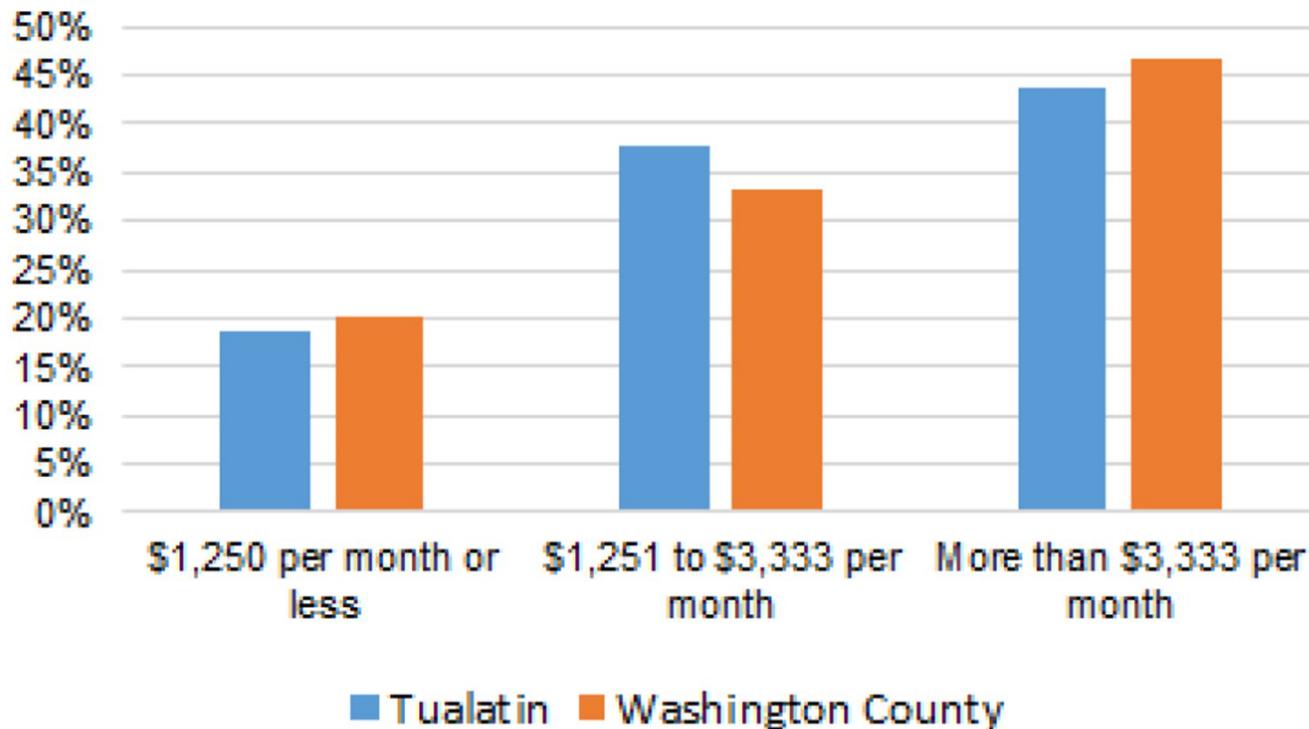
Percentage change, June 2015 to June 2016

Oregon Employment Department, Current Employment Estimates



*City of Tualatin*

# TUALATIN AND WASHINGTON COUNTY WAGES



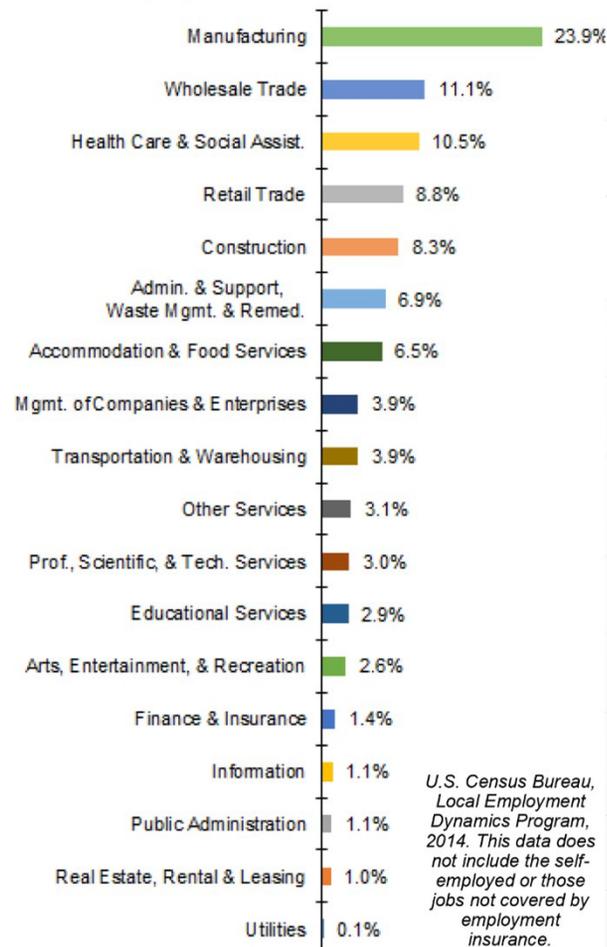
*U.S. Census Bureau, American Community Survey, 2010 - 2014 Estimates*



*City of Tualatin*

# MANUFACTURING, WHOLESALE TRADE EMPLOY THE MOST IN TUALATIN

Manufacturing, Wholesale Trade Employ the Most in Tualatin



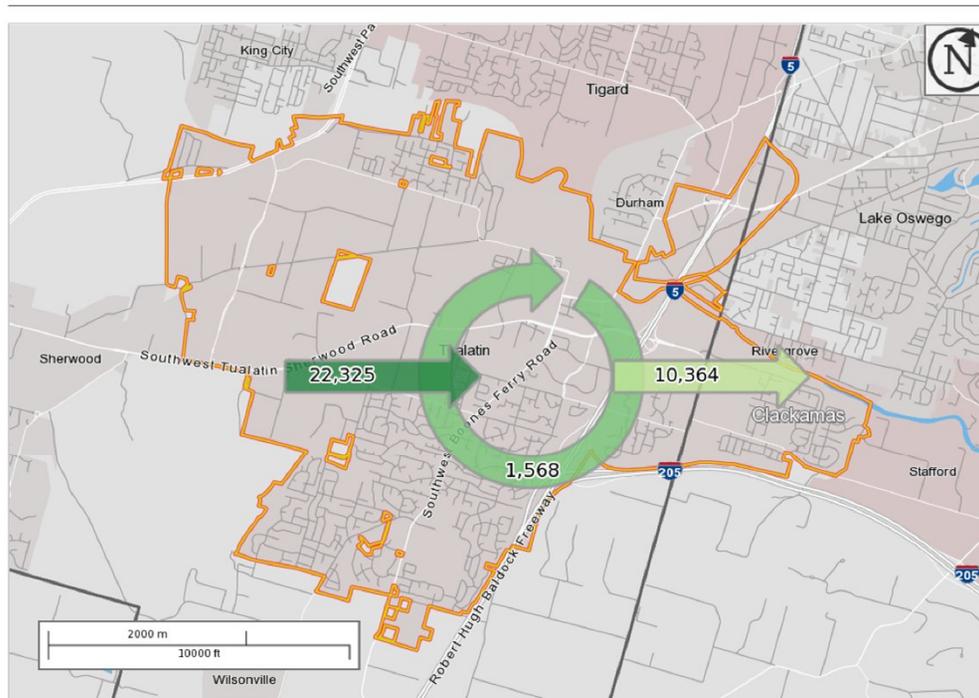
U.S. Census Bureau, Local Employment Dynamics Program, 2014. This data does not include the self-employed or those jobs not covered by employment insurance.



City of Tualatin

# INFLOW/OUTFLOW REPORT: PRIMARY JOBS FOR ALL WORKERS IN 2014

Inflow/Outflow Counts of Primary Jobs for Selection Area in 2014  
All Workers



## Map Legend

**Selection Areas**  
 Analysis Selection

**Inflow/Outflow**  
 Employed and Live in Selection Area  
 Employed in Selection Area, Live Outside  
 Live in Selection Area, Employed Outside  
 Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.



City of Tualatin

# STRATEGIC PLAN: WHAT IS THE FOCUS?

In 2014 the City determined:  
Every job created in Tualatin is a benefit to the local community. The Economic Development Strategic Plan targets five key industry clusters for two distinct reasons:

1<sup>st</sup> - the strongest industry clusters in Tualatin provide the most jobs with significantly higher average wages.  
2<sup>nd</sup> - over 90 percent of the available developable land is targeted for industrial growth.



City of Tualatin

## 2014 STRATEGIC PLAN: STRATEGY #1

### **BUSINESS RETENTION, EXPANSION & RECRUITMENT**

Retaining and cultivating the growth of existing businesses, as well as attracting new employers, is central to the health of Tualatin. These strategies are designed to strategically focus the City's efforts and resources.

### **RETAIN & EXPAND EXISTING BUSINESSES**

Establish an active Business Retention program, focusing first on Targeted Clusters. Assist existing businesses with City issues, connect them to available resources as appropriate, and affirm their value to the City.

## 2016 RESULTS:

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*Visited with 40 manufacturing companies – Companies generally bullish on Tualatin.*

### Assets

- *Well run City*
- *Great location vis-à-vis I-5 & I-205, Hwy 217*
- *Great community amenities (parks, trails, schools, shopping)*
- *Excellent access to suppliers and vendors*

### Challenges

- *Recruiting/retaining skilled workforce*
- *Public transportation for employees*
- *Traffic challenges for both commuters and freight*
- *Lengthy development/permitting process*

## 2014 STRATEGIC PLAN: STRATEGY #1

### **BUSINESS RETENTION, EXPANSION & RECRUITMENT**

### **RETAIN & EXPAND EXISTING BUSINESSES**



## 2016 RESULTS:

*Visited with 40 manufacturing companies – Companies generally bullish on Tualatin*

### *Examples of assistance:*

*Connected three local manufacturers with Worksystems/Worksource to help with job recruitment and training assistance.*

*Located Google data center contractor (Hood River) information for local metals manufacturing company.*

*Connected local manufacturer with Oregon Manufacturing Extension Partnership to help with AS1900 certification.*

*Connected with local manufacturer to the state's Business Retention Services program to increase its customer base.*

## 2014 STRATEGIC PLAN: STRATEGY #1

### **BUSINESS RETENTION, EXPANSION & RECRUITMENT**

#### **ASSIST WITH SITE READINESS**

- Work proactively to encourage sites for development which provide certainty to developers and allow for rapid transition for projects to market (e.g. obtain state industrial site certification for appropriate Tualatin industrial properties, assist interested property owners to get sites “development-ready” to build on within 6 months).
- Maintain an up-to-date list of available industrial properties on the State’s Oregon Prospector and private sector real estate websites through partnerships with property owners and brokers.

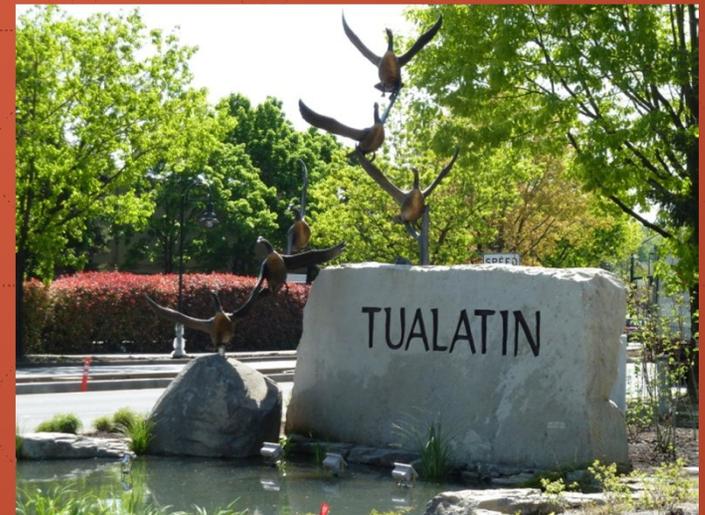
## 2016 RESULTS:

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*Tualatin’s industrial market has heated up considerably since 2014 – much of the shovel-ready Tier 1 property has been purchased and developed in that time.*

*500,000 square-feet constructed in 2016 with another 300,000 square-feet to come online in 2017.*

*On the retail side, Nyberg Rivers Shopping Center has leased up their two remaining building pads and are beginning construction.*



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# STRATEGIC PLAN: STRATEGY #1

## INDUSTRIAL BUSINESS CONSTRUCTION

- Below are the Koch Corporate Center, Hedges Creek Building, and Franklin Business Park II complex.

About 300,000 square-feet of the space is leased up already.



## 2014 STRATEGIC PLAN: STRATEGY #1

### **BUSINESS RETENTION, EXPANSION & RECRUITMENT**

#### **TARGET KEY INDUSTRIES**

- Create an outreach program to companies in the targeted business clusters through independent efforts as well as collaborative work with local, regional, and state representatives.
- Submit available land and buildings in response to State and Regional recruitment leads.
- Provide an incentive toolkit for attraction of targeted business cluster companies.

## **2016 RESULTS:**

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*Developed positive working relationships with Business Oregon, Greater Portland Inc, Worksource Oregon, and WorkSystems, Inc.*

*Businesses new to Tualatin:*

*Ubivac (life sciences company)*

*Duggal Visual Solutions (printing company)*

*CalMax Technology (semicon contract manufacturer)*



## 2014 STRATEGIC PLAN: STRATEGY #2

### **BUSINESS CLIMATE/COMPETITIVE POSITIONING**

Creating and maintaining a positive climate for business is an effort which takes continual attention. These strategies are designed to ensure the City is actively refining its procedures and codes to encourage business development and job creation

### **IDENTIFY CODE & PROCESS CHANGES**

- Identify the most significant Development Code related issues which create barriers to development and find opportunities to incentivize exceptional sustainable practices.
- Create a predictable permitting process that is customer service oriented, timely, and respectful of cost.

## 2016 RESULTS:

*The Community Development Team is mapping the full development code and building permit process.*

*Mapping the steps will help the team determine where and how we can refine our system to provide a more predictable, user-friendly process.*

*We surveyed stakeholders and our customers who've used our services the past 1 ½ years to better understand their concerns for use in refining Tualatin's system.*



## 2014 STRATEGIC PLAN: STRATEGY #2

### **BUSINESS CLIMATE/COMPETITIVE POSITIONING**

#### **OMBUDSMAN ASSISTANCE**

- Provide assistance through the development review and permitting process to small businesses and those private development projects which are particularly complex.
- Provide clear and relevant information and superb customer assistance to the business community. Continue efforts to solicit regular feedback from the business community on working with the City, and implement improvements as needed.

## 2016 RESULTS:

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*Assisted approximately 20 local & new businesses going through some form of new construction, renovation, or redevelopment. Generally, I help the business understand our process and help them navigate it.*

*Examples of assistance:*

*Lam Research – our team meets with them regularly to review progress on their lab and parking lot expansion.*

*CalMax Technology – New company going through conditional use permit process and architectural review to occupy existing building.*

*Legacy Meridian Park – hospital has just begun the ARB process to construct a new 163,000 SF patient room expansion.*

## 2014 STRATEGIC PLAN: STRATEGY #2

### **BUSINESS CLIMATE/COMPETITIVE POSITIONING**

#### **COLLABORATE REGIONALLY**

- Build on Tualatin's strong partnerships with neighboring cities and other agencies.
- Engage and be visible in the region and the State to represent Tualatin and bring back information valuable to Tualatin staff and businesses.
- Participate actively with educational institutions to expand connections between businesses and education to benefit local companies.
- Actively work with agencies whose mission is to help create a skilled, educated workforce to benefit targeted business clusters.

## 2016 RESULTS:

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*Work closely with Business Oregon and Greater Portland Inc to for recruitment and bring assistance to our local companies.*

*Partnered with Tigard to involve a local Tualatin company in a GPI targeted cluster meeting – emergency/disaster preparedness.*

*Mayor Ogden partnered with Tigard to co-develop a grant application to be designated the 2<sup>nd</sup> Oregon city in the healthy Blue Zones initiative*

*Mayor Ogden is leading the America's Best Community STEAM/Mobile Makerspace program that brings technology, companies, students, and educational institutions together.*





# MEMORANDUM

## CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council

**THROUGH:** Sherilyn Lombos, City Manager

**FROM:** Jeff Fuchs, City Engineer

**DATE:** 10/10/2016

**SUBJECT:** UPDATE: Parking concerns along SW Hazelbrook Road

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### **ISSUE BEFORE THE COUNCIL:**

Staff will update Council regarding reported parking issues along SW Hazelbrook Road between SW 115th Avenue and Pacific Highway (99W).

### **EXECUTIVE SUMMARY:**

On July 11, 2016, City staff briefed Council on parking issues along Hazelbrook Road in response to complaints received from residents.

Council asked City staff to determine to whom the parked vehicles along the roadway most likely belong and determine if the vehicles belong to residents of the neighborhood or if they are driven by transit riders who parked their vehicles along Hazelbrook and then take transit to their destination.

Staff monitored the roadway shoulders in the morning and in the evening to determine where drivers were going after parking their cars and where they were coming from when picking up their parked car. Staff also obtained ridership information provided by Trimet for bus routes 73 and 94 State Highway 99W at SW 124th Avenue and at Hazelbrook.

Based on the new information, staff believes that the vehicle owners are generally not parking their cars on Hazelbrook in order to ride transit service, but are instead residents of the nearby apartments. People accessing the Tualatin River generally used the river access parking stalls. During the observation period, staff observed one person arriving at their vehicle from transit service on 99W.

The City Manager originally asked city staff to evaluate parking issues along SW Hazelbrook Road in response to complaints received from residents.

Drivers on Hazelbrook Road have complained that at certain times of the day, primarily evenings and weekends, vehicles parked along both sides of the roadway encroach into the traveled way, making it difficult for vehicles to pass through this area safely.

There are several options available for addressing the issue between SW 115th Avenue and SW Pacific Highway (99W):

1. All parking could be prohibited on both sides of Hazelbrook Road
2. Parking could be prohibited along the westbound (north) lane
3. “No Parking on Pavement” signs could be installed along the westbound (north) lane, but parking on the shoulder would still be allowed

**DISCUSSION:**

At Council’s request, staff followed up the July 11th work session briefing by collecting additional information in an effort to determine who is parking on Hazelbrook Road.

On August 9th, City staff monitored vehicles parked along Hazelbrook Road between 6:00 AM and 8:00 AM and between 3:50 PM and 6:00 PM. During that time, staff observed the following:

**AM Observation**

- Upon arrival there were two vehicle parked in the river access lot, eight vehicles parked along the westbound (north) road shoulder, and eight vehicles parked along the eastbound (south) shoulder of Hazelbrook Road.
- Staff observed eight people walk from the nearby apartments to the cars parked along Hazelbrook including one vehicle parked in the river access stalls. The remaining cars did not leave the location during the morning monitoring period.
- One car arrived and parked in the remaining river access lot. The driver walked toward the river access trail.

**PM Observation**

- Upon arrival, there were no vehicles parked in the river access stalls, four vehicles parked along the westbound (north) shoulder and non vehicles parked along the eastbound (south) curb of Hazelbrook Road.
- During the monitoring period five vehicles arrived, parked, and departed the river access parking stalls. The drivers walked toward the river access trail.
- One person approached a parked vehicle from the direction of the transit stops on 99W.

In addition to the observations made by staff, Trimet provided the following average day ridership information for Routes 73 and 94 on Pacific Highway (99W).

Stop Locations	Route 73		Route 94	
	Board	Disembark	Board	Disembark
99W at 124th southbound	3	23	2	3
99W at 124th northbound	7	1	8	1
99W at Hazelbrook northbound	15	4	28	2

SW Hazelbrook Road is a two lane minor collector that runs east-west from Jurgens Avenue to SW Pacific Highway (99W). City staff conducted a field visit on Friday June 10, 2016.

The total roadway width is 28-ft from face of curb to edge of pavement. The eastbound lane is 16-ft. wide from the face of curb to the center line. The westbound lane is 12-ft wide from the center line to the edge of pavement. The roadway section includes a sidewalk on the south edge of the roadway (eastbound). There is no sidewalk or curb along the north edge of the road (westbound).

A Community Services kayak launch is located in this vicinity. The City provides three parallel parking stalls (including one accessible stall) for launch users.

The roadway is marked with a double yellow centerline from Hazelbrook Middle school to SW Pacific Highway (99W) to indicate that passing is not allowed. The roadway is not striped with bicycle lanes in either direction.

The 16-foot eastbound lane appears wide enough to allow vehicles to park along the curb without significantly impeding traffic or causing traffic to cross the double yellow centerline in order to pass parked vehicles.

The westbound lane is more constrained. The 8-foot lane is only wide enough for through traffic. If vehicles parked along the north edge of the road encroach onto the pavement, there is no longer adequate width for vehicles to pass parked cars without crossing the double yellow centerline.

There are locations along the westbound (north) lane where cars have enough room to park completely off the roadway on the shoulder. In those locations, westbound vehicle have adequate room to pass parked cars without crossing the double yellow centerline.

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**Attachments:**    [Attachment A](#)



# UPDATE: Hazelbrook Road Parking

City Council Work Session

October 10, 2016



*City of Tualatin*

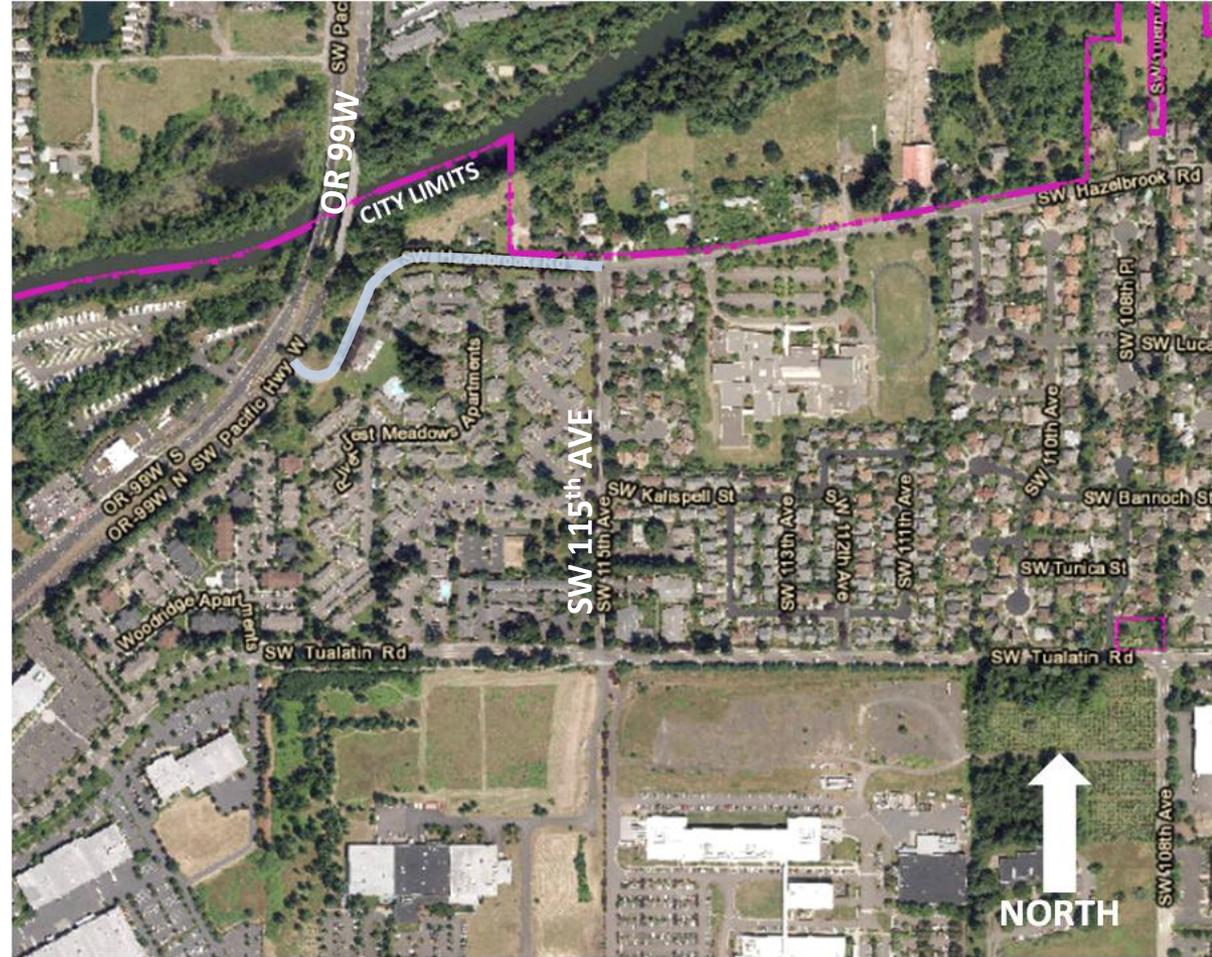
# SUMMARY: Hazelbrook Road

Classified as a minor collector

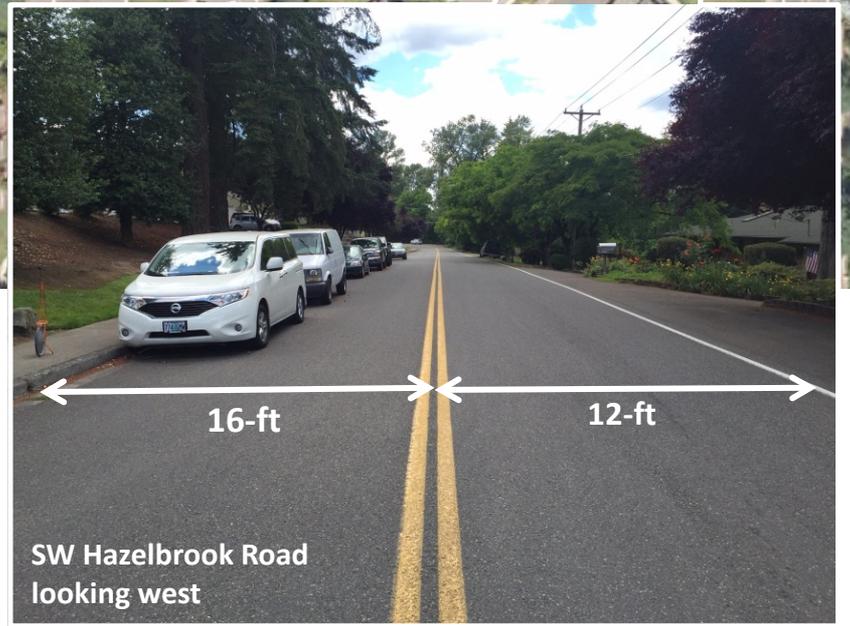
Between SW 115<sup>th</sup> and 99W

Parking on both sides of roadway sometimes constrict traffic

Parking on pavement along north side can cause traffic to cross double yellow centerline



# SITE MAP: Hazelbrook Road



# Updated Information

City staff monitored parked vehicles on August 9<sup>th</sup>

Monitored vehicles two hours in the AM and PM

In the morning –

8 vehicles on westbound shoulder

8 vehicles along eastbound curb

2 vehicles in river access parking

In the evening -

4 vehicles on westbound shoulder

No vehicles along eastbound curb

No vehicles in river access parking



# Updated Information

Drivers appeared to be from nearby apartments

In the morning, 8 drivers approached cars from nearby apartments including one parked in river access lot

In the evening, no new cars arrived before 6 PM

In the evening, one driver approach from transit stops on 99W

People accessing Tualatin River generally used the parking stalls provided



# Options

Leave as is

Prohibit parking on both sides

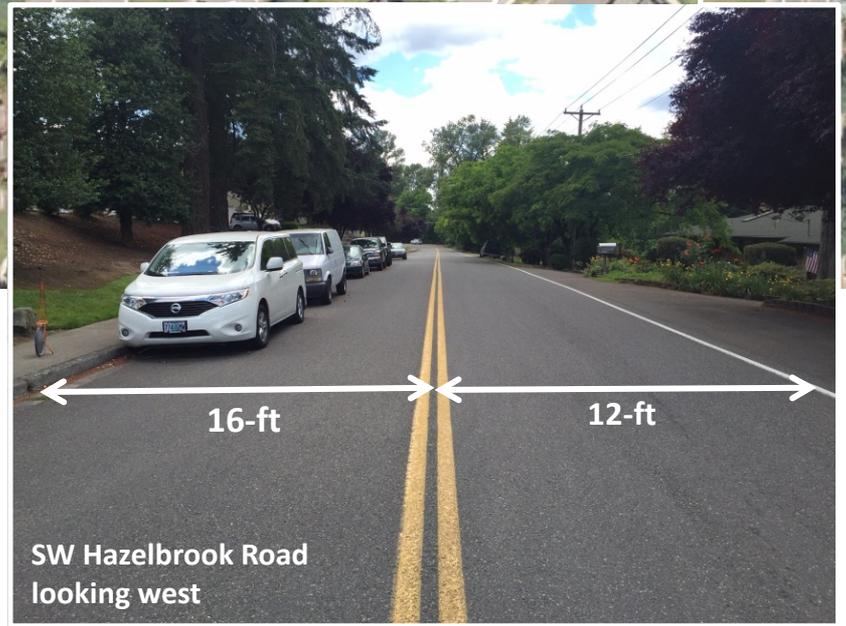
Prohibit parking on westbound (north) lane

Install “No Parking on Pavement” signs and allow parking on north shoulder

Install bike eastbound bike lane on south side



# Questions?

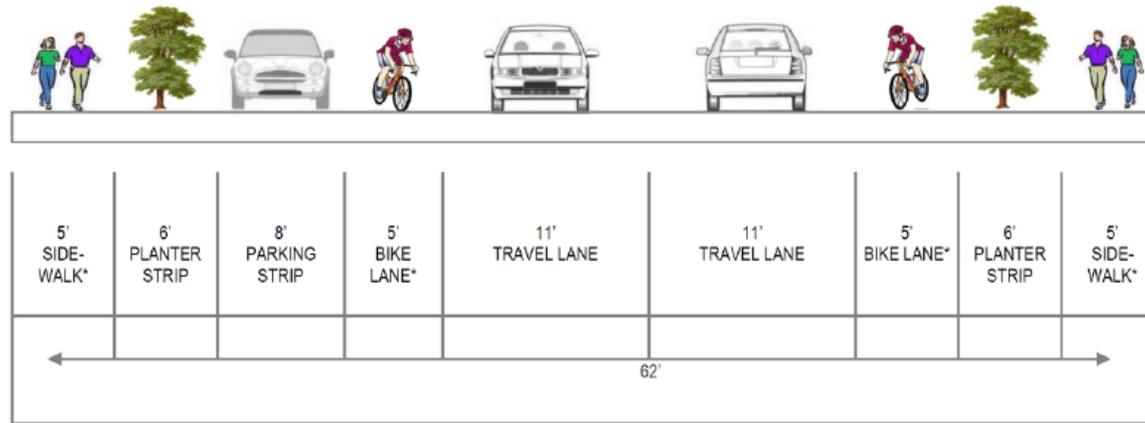


Extra slides

# Minor collector standards

Figure 2. Street Design Standards, cont.  
Minor Collector

## Minimum



## Preferred

